Bus rapid transit

I-405 and SR 522/NE 145th corridors

Online open house summary

October 2020

SoundTransit / Powering progress

Summary

Purpose

This report summarizes the notification and community involvement strategies Sound Transit used in the SR 522/NE 145th Stride bus rapid transit online open house, which ran from July 17 to Aug. 23, 2020. It also summarizes the public participation and key findings from public feedback received via the online survey, comment form and emails during the online open house.

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Acronyms and Abbreviations

BRT	Bus rapid transit
KCM	King County Metro
Project	SR 522/NE 145th bus rapid transit project
ST	Sound Transit

1 INTRODUCTION

1.1 Overview

The SR 522/NE 145th Stride bus rapid transit (BRT) project will provide fast, frequent and reliable bus-based transit service for north Lake Washington communities from Bothell to the future Shoreline South/148th Link light rail station at NE 145th Street and I-5. Riders will be able to connect to and transfer between the SR 522/NE 145th Stride BRT, I-405 Stride BRT, Link light rail and other transit services provided by Sound Transit, Community Transit and King County Metro.

In 2018, Sound Transit began to evaluate and refine the representative SR 522/NE 145th Stride BRT project identified in the voter-approved Sound Transit 3 (ST3) plan based on technical analysis and stakeholder input to develop the preliminary refined project for the full corridor. In early 2019, Sound Transit shared the preliminary refined project with the community and key stakeholder groups for further input. In March 2019, the Sound Transit Board of Directors advanced the project into the next phase of conceptual engineering and environmental review.

Since spring 2019, the project team has advanced development of 10% design in collaboration with agency and jurisdictional partners. The team has also been working on the environmental review through the State Environmental Policy Act (SEPA) checklist.

Sound Transit hosted an online open house from July 17 to Aug. 23, 2020 to share project updates and solicit community input. To comply with social distancing guidelines for public health during the COVID-19 pandemic, Sound Transit did not hold in-person meetings to complement the online open house.

The online open house described proposed updates to the preliminary refined project since March 2019 and provided information about the environmental review process and upcoming project milestones. The online open house was available in English (sr522brt.participate.online), Simplified Chinese (sr522brt-chi.participate.online) and Spanish (sr522brt-esp.participate.online). Sound Transit also provided an online survey for community members to share feedback on their anticipated future use of Stride BRT stations and whether they would like to receive updates on the environmental review process.

1.2 Purpose of report

This report summarizes the notification and community involvement strategies Sound Transit used in the SR 522/NE 145th Stride BRT online open house, which ran from July 17 to Aug. 23, 2020. It also summarizes the public participation and key findings from public feedback received via the online survey, comment form and emails during the online open house.

2 PUBLIC OUTREACH OBJECTIVES

The objectives of the summer 2020 online open house were to:

- Inform potentially affected communities about the details, schedule and goals for the project, including proposed updates to the preliminary design.
- Share and explain the community engagement process during the conceptual engineering and environmental review process that may lead to action spring 2021 by the Sound Transit Board to advance the project into design and construction phases.
- Create equitable, inclusive and meaningful outreach and engagement opportunities.
- Share components of the updated preliminary refined project and key changes and decisions since previous outreach, including the location and status of stations, parking locations, access considerations, and roadway and transit priority improvements.
- Discuss how technical analysis and past stakeholder feedback informed the proposed updates to the preliminary refined project.
- Provide opportunities for members of the community to provide feedback on station access and usage, sign up for project updates, submit comments and contact the project team.
- Inform the advancement of the project into the design and construction phases.
- Communicate next steps and future opportunities for public engagement.

3 AUDIENCE

Participation by the numbers:

- **2,905 people visited** the English, Spanish and Simplified Chinese online open houses.
- **167 survey responses and 51 comments** were submitted through the online open house.
- The project also received **75 Facebook comments and four emails** related to the online open house.

The audience for the online open house was intended to be corridor-wide and was geared toward:

- Members of the general public who have an interest in the project and its outcome.
- Adjacent property owners, business owners and residents who live or work near the project area and use the NE 145th Street and SR 522 corridors.
- Current bus riders who travel along the NE 145th Street and SR 522 corridors – via ST Express Bus, Community Transit or King County Metro service.
- Agency staff and elected officials who have an interest in the project's potential impacts, permitting compliance and/or potential benefits to their constituents.
- Historically underrepresented communities, including those that speak languages other than English.
- Interest groups, such as transportation groups, regional land-use interests, environmental groups and organizations involved with local or regional businesses and industries.

During this round of public outreach, Sound Transit continued to employ outreach methods to reach historically underrepresented populations to equitably engage current and potential future transit riders. Historically underrepresented populations include people of color, people who are or may be limited-English speakers, people with varying abilities and people who are currently living with a low income. Based on the preliminary demographic analysis conducted during the earlier rounds of outreach that identified targeted populations within the project area, Sound Transit used the following strategies to engage these populations during this online open house:

- Provided translated text on postcards in Spanish and Simplified Chinese
- Provided translated versions of the online open house in Spanish and Simplified Chinese, as well as via the embedded Google Translate tool
- Publicized the online open house with translated ads in language-specific publications
- Provided screen-reader compatible versions of online information

As the project moves from planning into design, Sound Transit will continue to work with community organizations, jurisdictions and social service providers to identify additional ways to reach historically underrepresented populations.

4 OUTREACH METHODS AND TOOLS

Outreach by the numbers

- **One Facebook post** was published on Sound Transit's Facebook page (~33,000 followers).
- More than **16,000 postcards were mailed** to homes, apartments and businesses within a quarter mile of the project corridor
- **One press release and three email update notices** were sent to a total of 2,300 Sound Transit project email list subscribers.
- **Display advertisements** were placed in **four** local online and print publications.

4.1 Notifications

4.1.1 Email updates

A total of three email updates were sent to the project listserv of approximately 2,300 recipients on July 17, Aug. 7 and Aug.17 (see **Appendix A** for copies of the emails. The first email update served to announce the online open house and provide an overview of its content. The second email update served as a reminder about the online open house. The third email update reminded email recipients that the online open house would close on Aug. 23.

Sound Transit also forwarded email updates to neighborhood associations along the corridor to inform their communities about the online open house. Table 4-1 lists the associations that Sound Transit reached out to.

Table 4-1 Neighborhood and other organizations that received an email notification

City	Organization
Bothell	Northshore Senior Center
Kenmore	Uplake Neighborhood Association
Lake Forest Park	Lake Forest Park Citizens' Commission
Lake Forest Park	Lake Forest Park Civic Club*
Lake Forest Park	153rd/155th neighborhood*
Lake Forest Park	Sheridan Beach Community Club
Shoreline	Parkwood Neighborhood Association*
Shoreline	Briarcrest Neighborhood Association*
Shoreline	Ridgecrest Neighborhood Association*
Woodinville	Woodinville Rotary Club*

**Asterisks mark organizations that Sound Transit had not reached out to previously.*

4.1.2 Press release and communications toolkit

Sound Transit issued a news release on July 17 to announce the online open house (**Appendix B**). Sound Transit also sent a communications toolkit to the Interagency Group (IAG) members in mid-July with sample messaging they could use to publicize the online open house to their communities (also in **Appendix B**).

The IAG consists of representatives from Sound Transit's partner agencies and governments in the project area that meet every other month to provide community and corridor-wide perspective on potential project refinements and engagement tools. The IAG includes representatives from the City of Seattle, City of Shoreline, City of Lake Forest Park, City of Kenmore, City of Bothell, City of Woodinville, the Washington State Department of Transportation, King County Metro, Community Transit and University of Washington Bothell/Cascadia College.

4.1.3 Postcard distribution

In mid-July, Sound Transit sent approximately 16,000 postcards to residences and businesses along the project corridor. The postcard described the dates and content of the online open house and encouraged recipients to provide feedback (**Appendix C**).

4.1.4 Online display advertisements

Sound Transit submitted online advertisements to local publications with readership that aligned with the project team's target audiences. These ads ran in three cycles during the online open house (July 22-29, Aug. 3-7 and Aug. 17-21) in the following publications:

- *La Raza de Noroeste*
- *Seattle Chinese Times*
- *Bothell-Kenmore Reporter*
- *Woodinville Weekly*

Additionally, the project team wrote and submitted an article to *Shoreline Area News* to share project updates about Lake Forest Park and Seattle/Shoreline and to solicit feedback through the online open house. Shoreline Area News published this article on July 26.

See **Appendix D** for examples of the online ads and screenshots of their placement in publications.

4.1.5 Social media notifications

Sound Transit published a post to its Facebook page, publicizing and linking to the online open house. The post garnered 143 emotive "reactions" and 75 comments, and was shared 21 times. See **Appendix E** for an image of the post and its public comments.

Local community groups also shared information about the online open house through their own social media and communications channels. The City of Lake Forest Park posted a reminder on Nextdoor on July 31, encouraging residents to visit the online open house and share their feedback via the online survey. North City Neighborhood Association published a blog post on Aug. 4, publicizing the online open house.

4.1.6 Local media coverage

Seattle Transit Blog published an article online on July 23 about the SR 522/I-405 Transit Hub in Bothell. The article also shared updates to the SR 522 Stride route and the BRT plan in Woodinville.

The Urbanist posted an article online on Aug. 12 sharing information about the project design and encouraging readers to visit the online open house.

See **Appendix F** for screenshots of these online articles.

4.2 Public involvement opportunities

4.2.1 Online open house

The online open house was available from July 16 to Aug. 23 in English (sr522brt.participate.online), Simplified Chinese (sr522brt-chi.participate.online) and Spanish (sr522brt-esp.participate.online). The online open house described proposed updates to the preliminary refined project since March 2019 and provided information about the environmental review process and upcoming project milestones. Sound Transit also provided an online survey for community members to share feedback on their anticipated future use of Stride BRT stations and whether they would like to receive updates on the environmental review process. See **Appendix G** for images of the English, Chinese and Spanish online open houses.

A total of 2,744 unique users visited English online open house, 62 users visited the Chinese version of the online open house and 97 users visited the Spanish version. The online survey garnered 167 responses. See **Appendix H** for web analytics of each of the online open house sites.

4.2.2 Online, email, phone and mail comments

The online open house included a comment form for community members to submit additional questions and feedback. Sound Transit also encouraged community members to contact the project team with any questions or comments via phone (206-398-5470), email (brt@soundtransit.org) or mail (SR 522 BRT, Sound Transit, 401 S. Jackson St., Seattle, WA 98104).

Community members submitted a total of 51 comments through the online open house and sent four emails between July 17 And Aug. 23. See **Appendix J** for all public communications about the online open house content, submitted via comment form or email.

5 WHAT WE HEARD

5.1 Respondents snapshot

5.1.1 Participation

Between July 17 and Aug. 23, 2020, a total of **2,905 users** visited the English, Spanish and Simplified Chinese online open houses. **2,744 users** spent an average of three and half minutes on the English site, **97 users** spent an average of four minutes on the Spanish site, and **64 users** spent an average of seven minutes on the Simplified Chinese site. A total of **167 respondents** completed the online survey across the English and Chinese sites (no users submitted surveys via the Spanish site).

5.1.2 Demographics

After reviewing project updates, visitors were encouraged to fill out a survey that included demographics questions). 113 users on the English site provided demographic information, and two users on the Simplified Chinese site provided demographic information, for a combined total of 115 demographic survey responses (*N* = 115).

The demographic survey results show that the majority of survey participants identify as Caucasian/White (86%, *n* = 96), followed by Asian or Asian-American (10%, *n* = 12), then Black or African American (5%, *n* = 6), then two or more races (5%, *n* = 6), then American Indian or Alaskan Native (2%, *n* = 2). Four percent (*n* = 4) of respondents identify as Hispanic or Latinx. See **Figure 5-1** (Race or ethnicity information provided by demographics survey respondents).

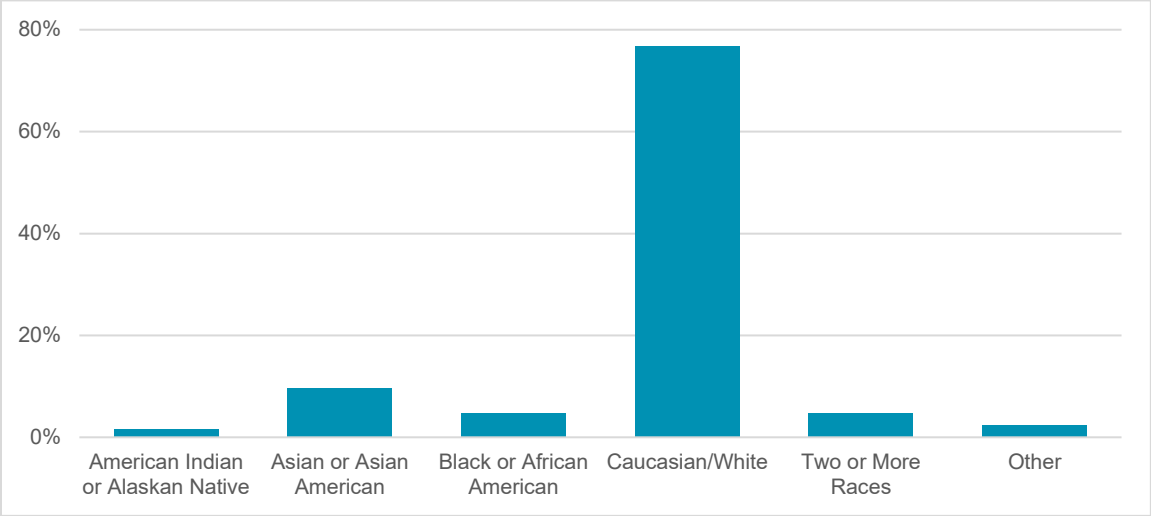


Figure 5-1 Race or ethnicity information provided by demographics survey respondents

The majority (98%) of survey respondents reported regularly speaking English at home. Of participants who spoke a language other than English at home, 72% reported they spoke English very well or well, 10% reported they spoke it less than well and 17% reported they did not speak it at all. Other languages respondents reported speaking at home include Spanish (3%, *n* = 3), Tagalog (2%, *n* = 2) and Russian (2%, *n* = 2).

Most survey respondents (57%, *n* = 64) reported they were between the ages of 35 and 64. Roughly a fifth of respondents (20%, *n* = 22) reported being between 25 and 34 years old, and roughly a quarter (23%, *n* = 26) reported being 65 or older.

43% of respondents (*n* = 48) reported a total annual household income of 100,000 or more. 23% (*n* = 25) reported an income between $50,000 and $99,999, and 12% (*n* = 13) reported under $50,000 a year, with 5% (*n* = 5) reporting less than $24,000. 23% (*n* = 26) of respondents preferred not to report their annual income on this question. **See Figure 5-2 (**Annual household earnings of demographics survey respondents)**.**

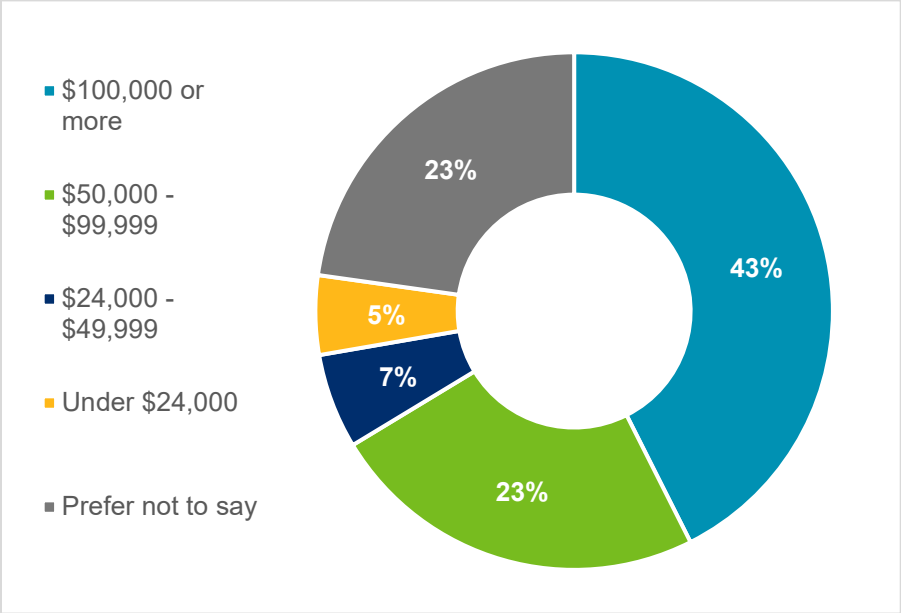


Figure 5-2 Annual household earnings of demographics survey respondents

More demographic information—including gender identity, languages spoken, disability and household occupancy—are summarized in **Appendix I**.

5.2 Key themes

5.2.1 Corridor-wide themes

In addition to the 167 survey participants, 51 people submitted comments through the online open house comment form. Four people sent emails to the project email address, brt@soundtransit.org, with questions or comments related to the information shared in the online open house.

Comments related to the full length of the project corridor included predictions about future Stride BRT and other public transit use, multimodal connections and parking. Key themes that emerged corridor wide included:

- Support for continued online engagement, including virtual public meetings and project email updates.
- Concerns about Stride BRT replacing the existing ST Express service on SR 522 and requiring transfers to travel to downtown Seattle from areas along the project corridor in the future.
- Support for continued connections to downtown Seattle, Seat-Tac Airport and places of work for communities along the corridor.
- Support for easy transfers between transit services, including King County Metro and Community Transit buses.
- Support for pedestrian and bicycle access to stations. Most riders plan to access future Stride BRT stations on bike or by walking. Lack of access to safe walking or bicycle routes or safe bicycle storage are perceived obstacles to using public transit.
- Support for more parking near Stride BRT stations.
- Predicted use of Stride BRT, ST Express buses, Link light rail and King County Metro as primary modes of public transit in the future.
- Use of the future Stride BRT service on at least a weekly or monthly basis.

"Please make stops safe and accessible via bike, including secure bike parking or bike valet at the Park-and-Ride."

"Is the BRT S3 line going to replace the 522 bus service that has been in place for so very long? The ST 522 is a very efficient way to get to Seattle, work and sporting events."

5.2.1.1 Shoreline/Seattle

Comments about Shoreline/Seattle included:

- Questions and concerns about property impacts due to roadway widening along NE 145th Street.
- Support for retaining Stride BRT service and accompanying sidewalk improvements at 25th Avenue NE, as well as acceptance of Sound Transit's reasons for removing BRT service at that location.
- Support for sidewalk improvements and pedestrian safety and accessibility for stations along NE 145th Street.
- Support for improved connections with King County Metro and a companion service to connect riders to areas west of I-5, Greenwood and Lake City.
- Concern for safety and visibility at intersections and along NE 145th Street.

"As much as I like Stride's routing on 145th, I feel the need for Metro to create a local "companion" route for Stride along 145th between Lake City Way and Greenwood Avenue. East of I-5, it provides more convenient, frequent stops for individuals who cannot ride Stride due to the combination of wider stop spacing and steep hills."

5.2.1.2 Lake Forest Park

Comments about Lake Forest Park included:

- Appreciation for the design updates to shift the widening to the west in Lake Forest Park, reducing property impacts for property owners on the east side.
- Concerns about impacts to quality of life, noise levels and increased neighborhood traffic.
- Support for the Lake Forest Park Town Center Park-and-Ride and interest in the future designs.

- Concerns about proposed intersection designs, including concerns about the U-turn at the 39th Avenue NE/SR 522 intersection. Questions about why the proposed changes to the intersection were necessary and concerns that the changes do not reflect what commenters wanted.
- Concerns about the neighborhood impacts of the proposed Stride BRT station at NE 165th Street/SR 522.

"Don't let anything sideline the LFP Center Parking Garage!!"

"Thank you for taking citizens' concerns about property loss and driveway access along Bothell Way into consideration in Lake Forest Park."

5.2.1.3 Kenmore

Comments about Kenmore included:

- Desire to support local businesses near the Park-and-Ride, including St. Vincent de Paul and Snapdoodle.
- Support for protecting the Kenmore heron rookery.
- Questions about the designs for the future Kenmore Park-and-Ride.
- Excitement for future Stride BRT service in Kenmore.

"Please do continue to provide every possible protection for the heron rookery in Kenmore."

5.2.1.4 Bothell

Comments about Bothell included:

- Support for improved connections with partner transit services, including King County Metro and Community Transit.
- Support for additional pedestrian access from nearby neighborhoods with pedestrian pathways.
- Concerns about lack of accessibility and disability accommodations
  for Bothell riders, particularly regarding access to UW Bothell / Cascadia College.
- Support for protecting local businesses, including the Yakima Fruit Market.
- Support for accessible parking options that allow easy connections to transit services.
- Support for transit-oriented development at the Bothell Park-and-Ride

"I am disappointed that feedback about campus accessibility and disability accommodation has not been reckoned in the decision to move the UWB/Cascadia stop even further away from the buildings. For me and for some of the people like me, this will probably mean we cannot benefit from the service."

5.2.1.5 Woodinville

Comments about Woodinville included:

- Support for continued transit service from Woodinville to downtown Seattle.
- Support for service plans with partner transit agencies to provide service from Woodinville to Shoreline and UW Bothell /Cascadia College.

"I like a better connection from Woodinville to Bellevue. But please keep the Woodinville-Shoreline connection and run that route every 30 minutes. People are going to UW Bothell and downtown Bothell from Woodinville."

APPENDIX A

Email updates

The following email was sent to the Sound Transit project email subscription list on July 17 to announce the duration and content of the online open house.

SOUNDTRANSIT

Sound Transit's regional network of express buses, commuter rail, light rail and transit facilities connects communities in King, Pierce and Snohomish counties.

Project update: SR 522/NE 145th Bus Rapid Transit

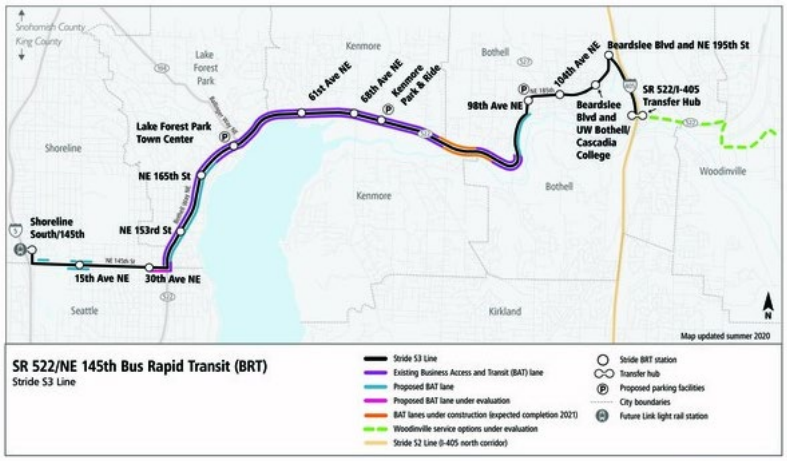
Sound Transit sent this bulletin at 07/17/2020 10:00 AM PDT

Having trouble viewing this email? View it as a Web page.

SOUNDTRANSIT

SR 522/NE 145th
Bus Rapid Transit
Opening 2024

Project update

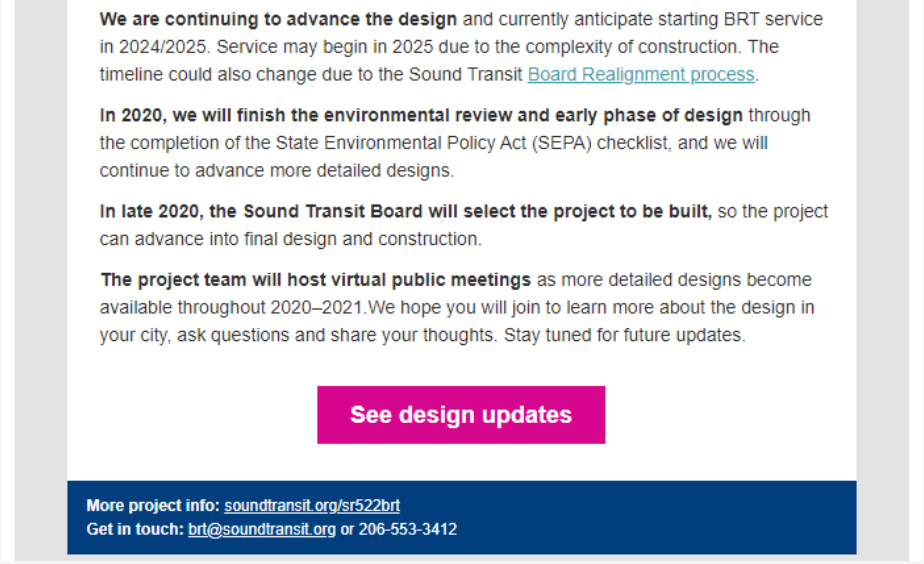


Online open house now through Aug. 23

We want to hear from you! See design updates for Shoreline, Seattle, Lake Forest Park, Kenmore, Bothell and Woodinville. Learn about the project timeline and share your thoughts now through Aug. 23. The open house will be available in Spanish and Simplified Chinese on July 22nd.

What's the latest?

Since spring 2019, we have been working on the environmental review and early phase of design.



We are continuing to advance the design and currently anticipate starting BRT service in 2024/2025. Service may begin in 2025 due to the complexity of construction. The timeline could also change due to the Sound Transit Board Realignment process.

In 2020, we will finish the environmental review and early phase of design through the completion of the State Environmental Policy Act (SEPA) checklist, and we will continue to advance more detailed designs.

In late 2020, the Sound Transit Board will select the project to be built, so the project can advance into final design and construction.

The project team will host virtual public meetings as more detailed designs become available throughout 2020–2021.We hope you will join to learn more about the design in your city, ask questions and share your thoughts. Stay tuned for future updates.

See design updates

More project info: soundtransit.org/sr522brt
Get in touch: brt@soundtransit.org or 206-553-3412

The following email was sent to the Sound Transit project email subscription list on Aug. 7 to remind subscribers to visit the online open house.

SOUNDTRANSIT

Sound Transit's regional network of express buses, commuter rail, light rail and transit facilities connects communities in King, Pierce and Snohomish counties.

Project update: SR 522/NE 145th Bus Rapid Transit

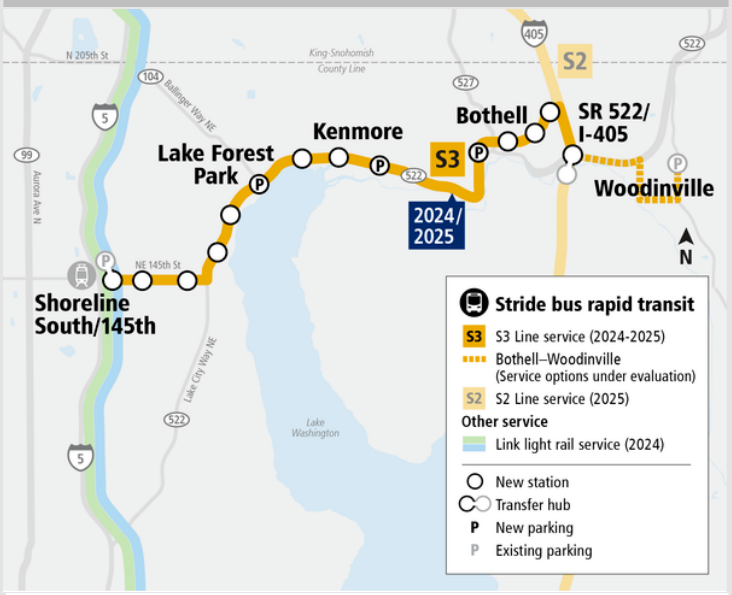
Sound Transit sent this bulletin at 08/07/2020 04:21 PM PDT

Having trouble viewing this email? View it as a Web page.

SOUNDTRANSIT

SR 522/NE 145th
Bus Rapid Transit

Project update



Reminder: online open house through August 23

It's not too late to visit our online open house! See design updates in your city, share your thoughts through the online survey and learn how the Sound Transit Board is assessing potential project impacts due to the COVID-19 recession. The online open house is open through Aug. 23 and is available in English, Spanish and Simplified Chinese.

Share your thoughts

More project info: soundtransit.org/sr522brt
Get in touch: brt@soundtransit.org or 206-553-3412

The following email was sent to the Sound Transit project email subscription list on Aug. 17 to remind participants that it was the final week to visit the online open house.

SOUNDTRANSIT

Sound Transit's regional network of express buses, commuter rail, light rail and transit facilities connects communities in King, Pierce and Snohomish counties.

Project Update: SR 522/NE 145th Bus Rapid Transit

Sound Transit sent this bulletin at 08/17/2020 01:30 PM PDT

Having trouble viewing this email? View it as a Web page.

SOUNDTRANSIT

SR 522/NE 145th
Bus Rapid Transit

Project update

Final week to visit the online open house

This is the last week to visit our online open house! See design updates in your city, share your thoughts through the online survey and learn what's next for the project. The online open house is open through Aug. 23 and is available in English, Spanish, and Simplified Chinese.

See design updates

Stay connected

Watch for future project updates. Forward this to your friends, family, neighbors and people in your community! Encourage them to subscribe.

Reach out

More project info: soundtransit.org/sr522brt
Get in touch: brt@soundtransit.org or 206-553-3412

APPENDIX B

Press release and communications toolkit

Sound Transit issued a press release on July 17, 2020 announcing the online open house.

News releases

Home / Get to know us / News and events / News releases

SR 522/NE 145th Bus Rapid Transit

Online open house for SR 522/NE 145th Stride Bus Rapid Transit project now available

Website provides opportunity for public to learn more about design updates to project

July 17, 2020

Sound Transit is hosting an online open house where members of the public can learn about design updates made to the SR 522/NE 145th Stride Bus Rapid Transit (BRT) project. Participants will also be able to share their thoughts on the project and sign up for email updates.

The online open house will is available through Aug. 23 at **sr522brt.participate.online**. The open house is currently available in English. Spanish and Simplified Chinese versions will also be available starting on July 22. Sound Transit will host virtual public meetings as more detailed designs become available throughout 2020–2021.

Sound Transit's upcoming BRT program, will provide fast, frequent and reliable high-capacity transit service. Similar to light rail service, BRT is designed for fast arrivals and departures, including off-board fare payment and multiple-door entry and exit. New bus lanes and transit priority improvements help riders avoid traffic and travel faster.

The Stride S3 Line will serve growing north Lake Washington communities and connect them to the regional transit system. Riders will be able to transfer between the SR 522/NE 145th Stride S3 Line, I-405 North Stride S2 Line, Link light rail and other transit service provided by Community Transit, King County Metro and Sound Transit. The project includes additional parking at Lake Forest Park, Kenmore and Bothell.

Share this Share Tweet Share Email

The following communications toolkit was sent to the Interagency Group members mid-July 2020 to publicize the online open house to their communities.

Online open house communications toolkit

Summer 2020

Project overview

- The Stride Bus Rapid Transit (BRT) project on SR 522 and NE 145th is the result of a grassroots coalition that advocated for better transit for north Lake Washington communities.
- The Stride S3 Line, or the SR 522/NE 145th BRT service, will connect north Lake Washington communities to the regional transit system with fast, frequent and reliable transit service.
- Riders will be able to transfer between the SR 522/NE 145th Stride S3 Line, I-405 North Stride S2 Line, Link light rail and other transit service provided by Community Transit, King County Metro and Sound Transit.

Online open house now through Aug. 23

- Sound Transit is hosting an online open house at **sr522brt.participate.online** through Aug. 23.
- Your community can visit this website to see design updates, sign up for the project email list and share their input to inform the design and future community outreach.
- The online open house is available in English, Spanish and Simplified Chinese. If your language is not available, please contact: 1-800-201-4900 / TTY Relay: 711 or email accessibility@soundtransit.org for alternative formats.

Sharing the online open house with your community

- We appreciate the space you hold for us to connect with you and your community and share project updates. Your community's input and perspectives are critical to Sound Transit and the S3 Line project.
- Please see the following page for sample messaging you can share with your community to let them know about the online open house.
- In our email to you, we attached social media graphics that you are welcome to share with your community.

Contact us

- We welcome your questions and feedback, and we appreciate the opportunity and learn about your community's values and needs.
- Reach out to us anytime at: **206-553-3412, brt@soundtransit.org**

401 S. Jackson St. | Seattle, WA 98104 | 1-800-201-4900 / TTY Relay: 711
brt@soundtransit.org | soundtransit.org

SOUNDTRANSIT / Powering progress

Communications toolkit

Please see the email we sent you for shareable social media graphics.

Press release: https://www.soundtransit.org/get-to-know-us/news-events/news-releases/online-open-house-sr-522-ne-145th-stride-bus-rapid-transit

Facebook, Instagram or Twitter caption:
Fast, frequent bus service is coming to north Lake Washington! @SoundTransit is designing the Stride Bus Rapid Transit S3 Line along SR 522 and NE 145th. See design updates in your city and share your thoughts now through Aug. 23 at sr522brt.participate.online. #StrideBRT

Newsletter blurb:
Fast, frequent bus service is coming to north Lake Washington! Sound Transit is designing the Stride Bus Rapid Transit S3 Line along SR 522 and NE 145th. See design updates in your city, learn about the project timeline and environmental review, and be prepared for future updates and virtual public meetings. Share your thoughts now through Aug. 23 at sr522brt.participate.online.

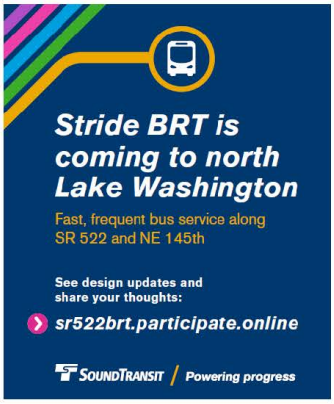
参考简体中文网站: sr522brt-chi.participate.online/

Ver este sitio en español: sr522brt-esp.participate.online/

What's the latest?

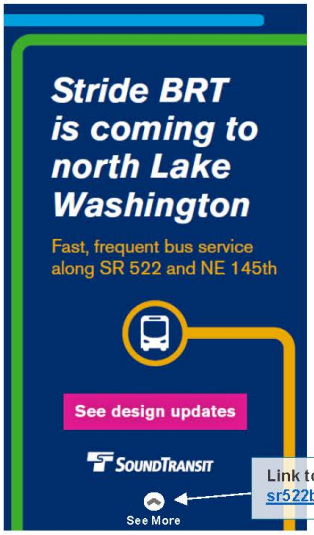
- Since spring 2019, the project team has been working on the environmental review and early phase of design.
- The project team is continuing to advance the design and currently anticipates starting BRT service in 2024/2025. Schedule subject to change due to impacts from the COVID-19 recession and the ongoing Sound Transit Board realignment process.
- In 2020, the project team anticipates finishing the environmental review and early phase of design through the completion of the State Environmental Policy Act (SEPA) checklist, and they will continue to advance more detailed designs.

Sample Instagram feed post



samplepost Fast, frequent bus service is coming to north Lake Washington! @SoundTransit is designing the Stride Bus Rapid Transit S3 Line along SR 522 and NE 145th. See design updates in your city and share your thoughts now through Aug. 23 at sr522brt.participate.online. #StrideBRT

Sample Instagram story



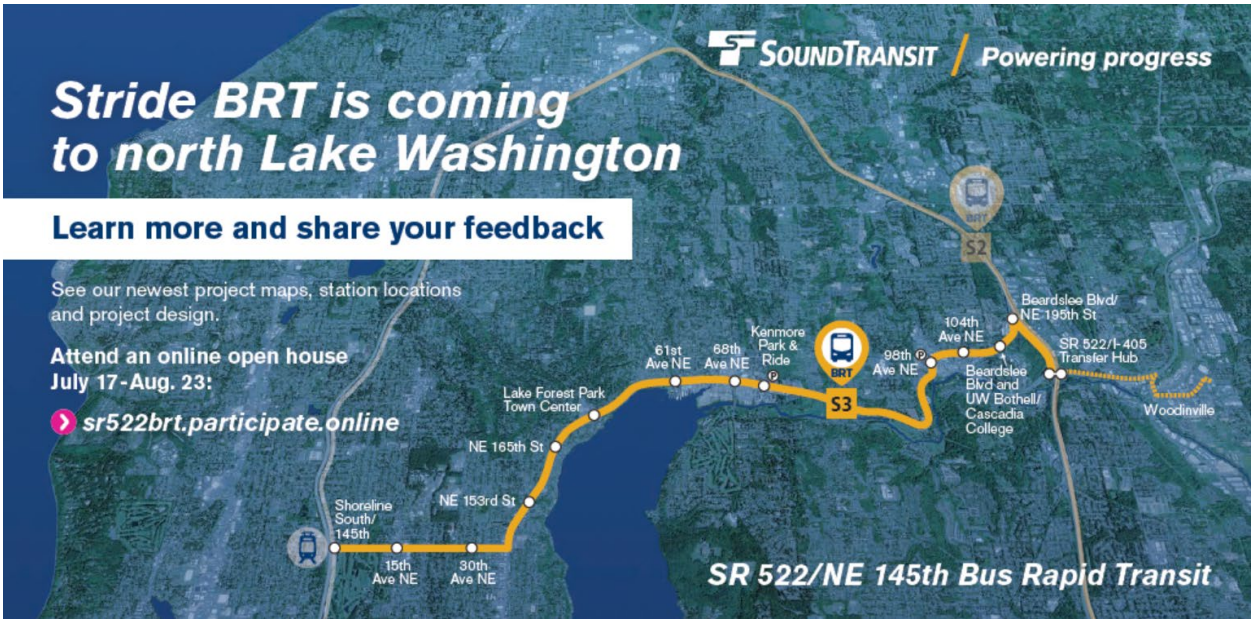
401 S. Jackson St. | Seattle, WA 98104 | 1-800-201-4900 / TTY Relay: 711
brt@soundtransit.org | soundtransit.org

SOUNDTRANSIT / Powering progress

APPENDIX C

Postcard

The images below show the front and back of the postcard mailed to residents within a quarter a mile of the project corridor in Shoreline, North Seattle, Lake Forest Park, Kenmore, Bothell and Woodinville. 16,000 postcards were mailed mid-July 2020.



sr522brt.participate.online

Spanish: ***sr522brt-esp.participate.online*** ***Chinese:*** ***sr522brt-chi.participate.online***

Bus Rapid Transit is coming to the SR 522/NE 145th corridors

The Stride S3 Line will connect north Lake Washington cities to the future Shoreline South/145th Link Station, where passengers can transfer to the Link 1 Line (Lynnwood–Federal Way), Link 2 Line (Lynnwood–Redmond) and multiple Metro routes. Stride S3 will also connect to Stride S2, serving the I-405 corridor from Lynnwood-Bellevue.

Join us online to get an update on the project, maps and station locations, and weigh in on possible design elements.

Questions?

Contact Community Outreach Specialist Ivonne Rivera Martinez at ivonne.riveramartinez@soundtransit.org or 206-553-3412.

The COVID-19 recession will affect Sound Transit's expansion project plans and timelines. Learn more at soundtransit.org/system-expansion/realignment.

To request information in alternative formats, call 1-800-201-4900 / TTY Relay: 711 or email accessibility@soundtransit.org.

Para obtener información sobre el proyecto, llame al 1-800-823-9230.
欲知關於此項目的資訊，請致電 1-800-823-9230.

SOUNDTRANSIT / Powering progress
Union Station
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Shoreline Area News

The following pages show screenshots of an article about the online open house published online in *Shoreline Area News* on July 26, 2020 at shorelineareanews.com/2020/07/stride-s3-bus-rapid-transit-is-coming.html. The Sound Transit project team wrote and submitted this article to the publication to share project updates about Lake Forest Park and Seattle/Shoreline with the Shoreline Area News readership and to solicit their feedback through the online open house.

NEWS

News, events and information about Shoreline and Lake Forest Park.

Home | Entertainment | Business | Politics | Arts | Police | Fire | Sports | Schools | Wea

COVID-19

Dining is limited, but here are restaurants open for delivery and to go.
COVID-19 How you can help - also list of Little Free Pantries

ABOUT SHORELINE AREA NEWS

We are Shoreline and Lake Forest Park residents who strive to provide you with news and information about the area in which we live and work. We cover Shoreline, Lake Forest Park, and some events and destinations in surrounding areas.

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Editorial: Comments on political articles

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FEATURES

185th corridor
adoption
arts
ask the bird lady
author
aviation
birds
blood drive

Stride S3 Bus Rapid Transit is coming to north Lake Washington

SUNDAY, JULY 26, 2020

The Stride S3 bus rapid transit line

Stride is Sound Transit's upcoming Bus Rapid Transit (BRT) program, providing fast, frequent and reliable high-capacity transit service.

The **Stride S3 Line**, or the SR 522/NE 145th BRT, will connect north Lake Washington communities to the regional transit system. Riders will be able to transfer between the SR 522/NE 145th Stride S3 Line, I-405 North Stride S2 Line, Link light rail and other transit service provided by Community Transit, King County Metro and Sound Transit.

The COVID-19 recession will likely affect Sound Transit's expansion project plans and timelines. Learn more about how the Sound Transit Board is assessing potential project impacts.

Online open house now through Aug. 23

To see design updates and share your thoughts, visit Sound Transit's online open house through August 23, 2020 HERE

The page has a lot of information about the STRIDE S3 line, as well as the opportunity to share your thoughts.

The online open house is available in English, Spanish and Simplified Chinese. Sound Transit will host virtual public meetings as more detailed designs become available throughout 2020–2021. Visit the online open house to sign up for email updates.

Updates in Lake Forest Park

Sound Transit is proposing Stride BRT stations on SR 522 at NE 153rd Street, NE 165th Street and the Lake Forest Park Town Center. The project also includes additional parking at the Lake Forest Park Town Center; the project team has developed an early design concept for a parking garage adjacent to City Hall.

To ensure buses are not caught in traffic, the project design includes adding a northbound Business Access and Transit (BAT) lane along SR 522 in Lake Forest Park. To minimize significant impacts to driveways on the east side of SR 522, the preferred design was recently updated to shift some of the roadway widening to the west between NE 155th Street and half a block south of 41st Avenue NE. This will allow more property owners to stay in their homes and reduce the overall change to the neighborhood.

Another measure included in the project design to limit property impacts is to replace the center two-way left-turn lane on SR 522 between NE 155th Street and 41st Avenue NE with a raised median. To allow people to access homes and businesses, the project is considering U-turns for the signalized intersections at NE 153rd Street, 39th Avenue NE and NE 165th Street.

Updates to NE 145th in Shoreline/Seattle

Sound Transit is proposing Stride BRT stations at the future Shoreline South/145th Link light rail station, and on NE 145th Street at 15th Avenue NE and 30th Avenue NE.

Design concept for roundabouts at 145th

The City of Shoreline is working with WSDOT, the City of Seattle, King County Metro and Sound Transit to construct two roundabouts to improve traffic flow to and from the future Shoreline South/145th light rail station and reduce the length of widening on NE 145th Street for the business access and transit lane. View the design concept and learn more on the City's project website.

The online open house contains additional details on these and other updates, maps, information about station design, project background and opportunities for feedback.

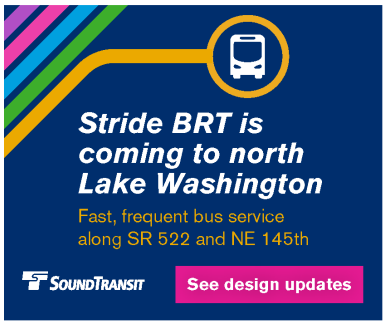
APPENDIX D

Online advertisements

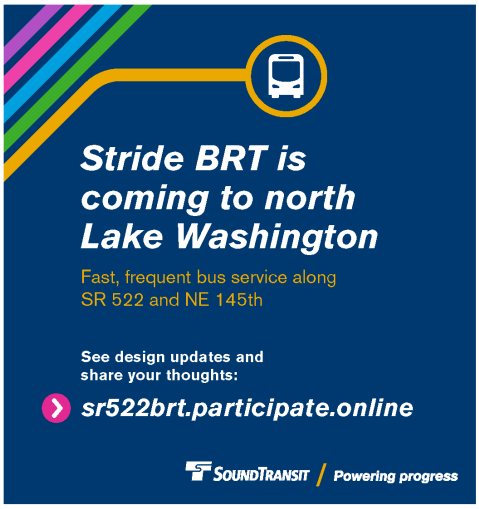
The images below are examples of the online advertisements (in English, Spanish and Simplified Chinese) placed in local publications to publicize and link to the online open house. Note that colors of ads copied below may appear different than the versions published during the online open house—all actual ad colors were consistent.

English ads:

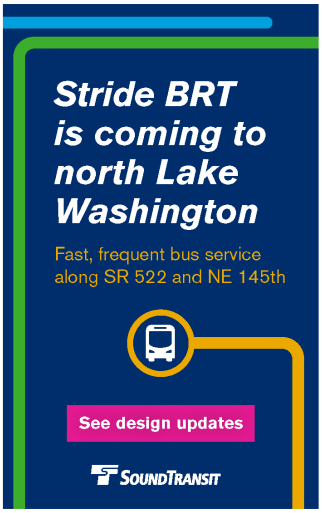
Online: 728x90 px



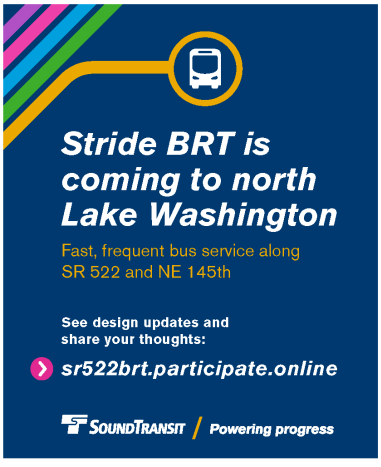
Online: 300x250 px



Print: 5.2x5.5 inches



Online: 250x400 px



Print: 4.125x5 inches

Simplified Chinese ads:

Online: 300 x 250 px

Instagram: 1080 x 1350 px

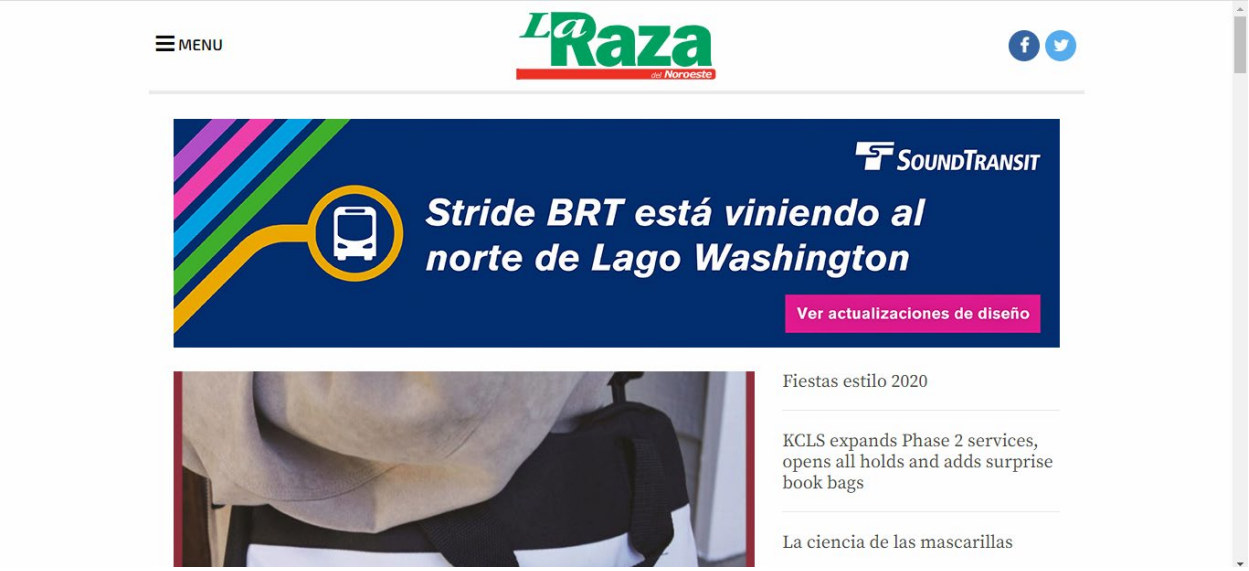
Spanish ads:

Online 970 x 250 px
Instagram 1080 x 1350 px

Online 300 x 600 px

Online 970 x 30 px

Ads in publications:
***La Raza del Noroeste*:**



***Seattle Chinese Times*:**

***Bothell-Kenmore Reporter*:**

Menu

BOTHELL-KENMORE REPORTER

News Sports Life Business Opinion Calendar Letters to the Editor Obituaries Classifieds

Pandemic is spiking in South King County, governor says

Gov. Jay Inslee met with elected officials, health officials and business partners in Federal Way to hear concerns, suggestions about state's response to COVID-19.

2 days ago

5 days ago | 5 days ago

Slain officer joined Bothell police in 2019; suspect arrested

5 days ago

Inslee extends pause on counties advancing phases to July 28

1 week ago

Elected or appointed? King County weighs sheriff options

1 week ago

ADVERTISEMENT

***Woodinville Weekly*:**

WHS athletes shine in WIAA Scholastic Cup

Renton — Woodinville High School student-athletes were awarded second place in the Washington Interscholastic Activities Association (WIAA) 4A Scholastic Cup for the 2019-20 school year. The ...

READ MORE

Lance Gatter named District Two Athletic Director of the Year

BOTHELL — Inglemoor High School Athletic Director Lance Gatter has been named Athletic Director of the Year for District Two. "This is very humbling for me as there are so many really goo...

READ MORE

POLICE BEAT

Woodinville Police Beat May 2-May4

VEHICLE THEFT #1 19500 BLOCK OF WOODINVILLE-SNOHOMISH RD: On May 2, unknown suspects broke into a closed business and accessed keys to vehicles onsite. One vehicle was stolen from the business and a ...

READ MORE

Woodinville Police Beat April 24-29

DRIVING WHILE SUSPENDED 13500 BLOCK OF NE 175 STREET: On April 24, at approximately 8:39 p.m., deputies contacted the driver of a vehicle for a traffic violation. The driver was subsequently cited fo...

READ MORE

Woodinville's team of choice

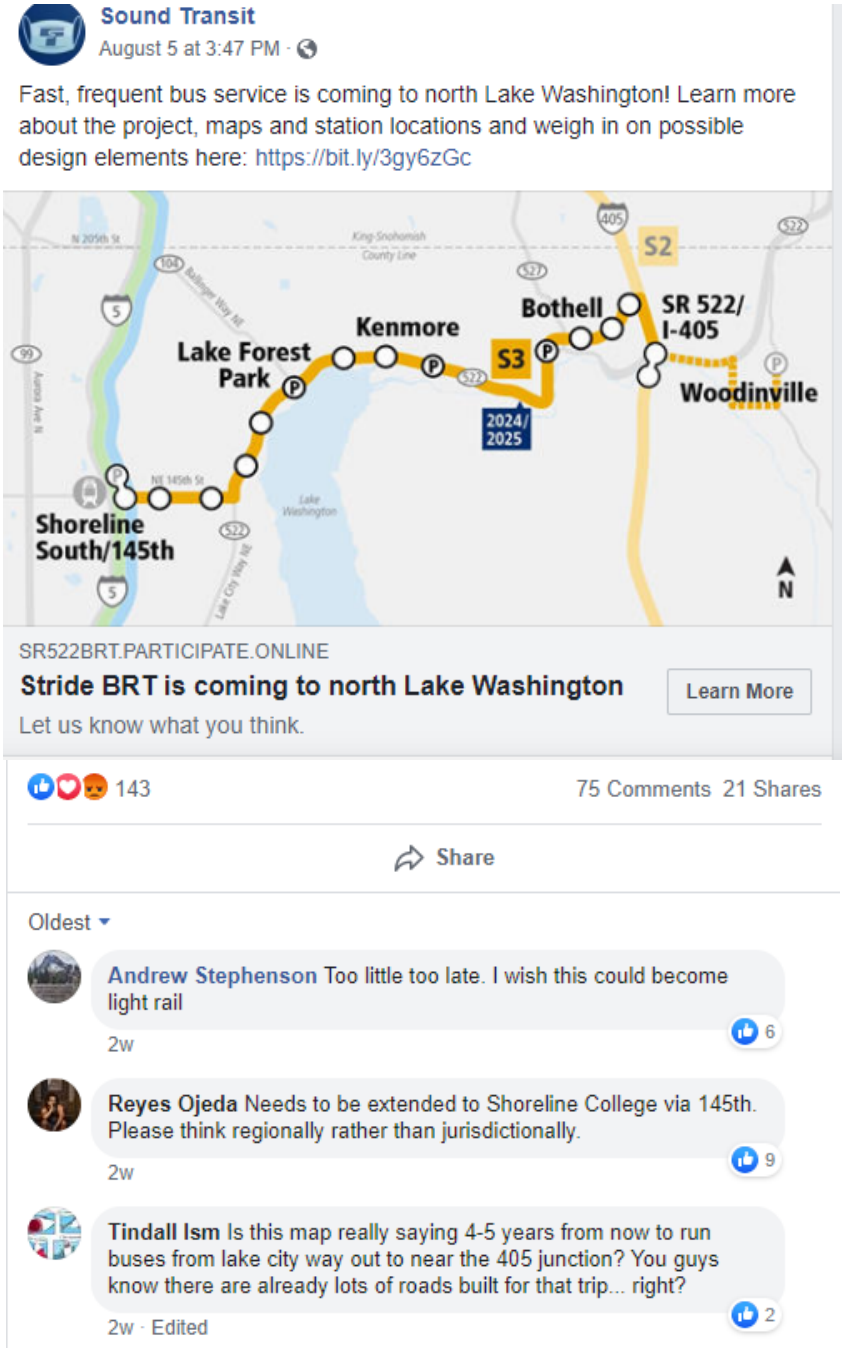
Windermere REAL ESTATE

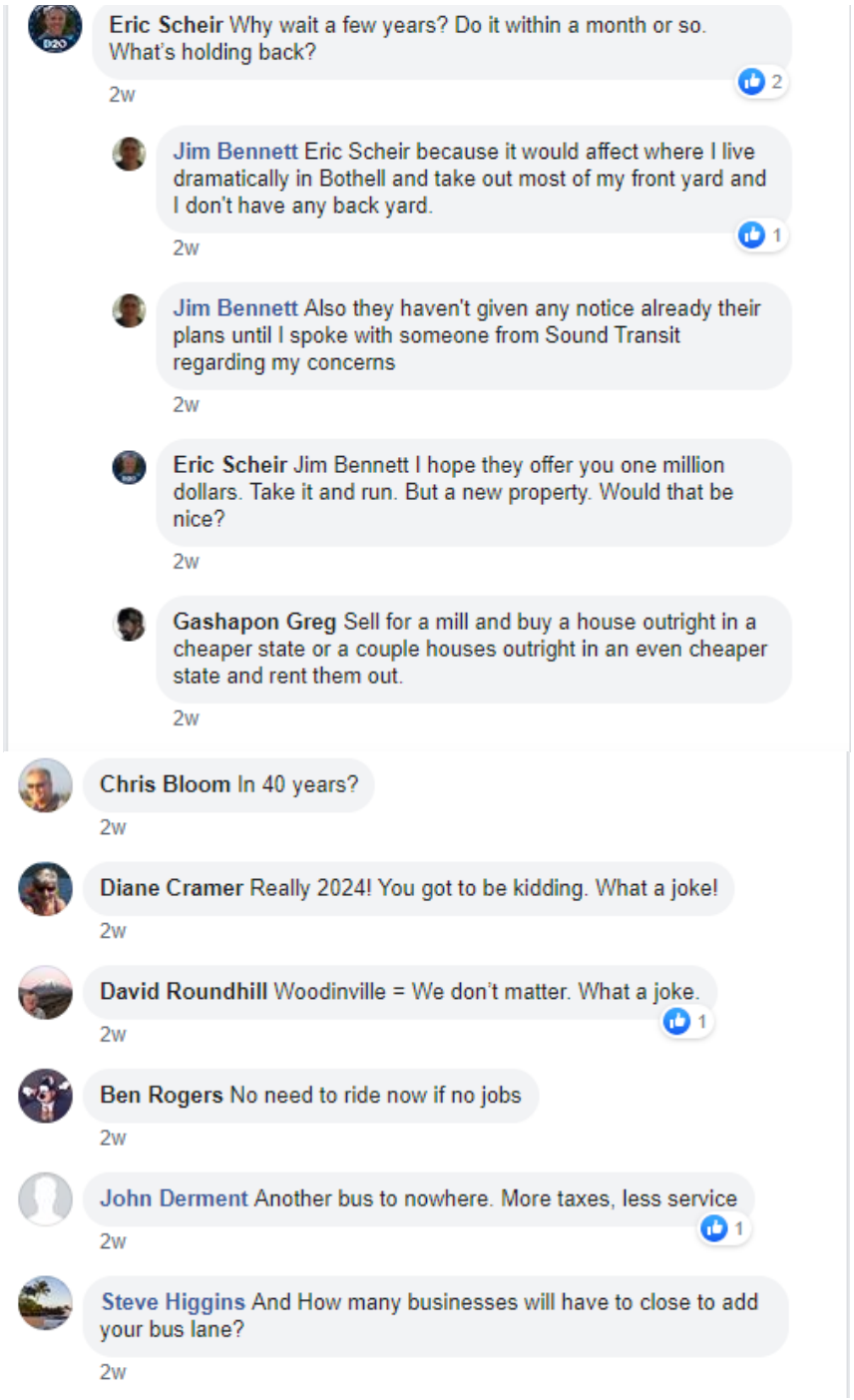
APPENDIX E

Social media posts

Sound Transit Facebook

The following pages show screenshots of a Sound Transit Facebook post publicizing the online open house. The post garnered 143 emotive "reactions" and 75 comments and was shared 21 times. The screenshots include a record of the public comments submitted in response to the post.





Eric Scheir Why wait a few years? Do it within a month or so. What's holding back?
2w
2

Jim Bennett Eric Scheir because it would affect where I live dramatically in Bothell and take out most of my front yard and I don't have any back yard.
2w
1

Jim Bennett Also they haven't given any notice already their plans until I spoke with someone from Sound Transit regarding my concerns
2w

Eric Scheir Jim Bennett I hope they offer you one million dollars. Take it and run. But a new property. Would that be nice?
2w

Gashapon Greg Sell for a mill and buy a house outright in a cheaper state or a couple houses outright in an even cheaper state and rent them out.
2w

Chris Bloom In 40 years?
2w

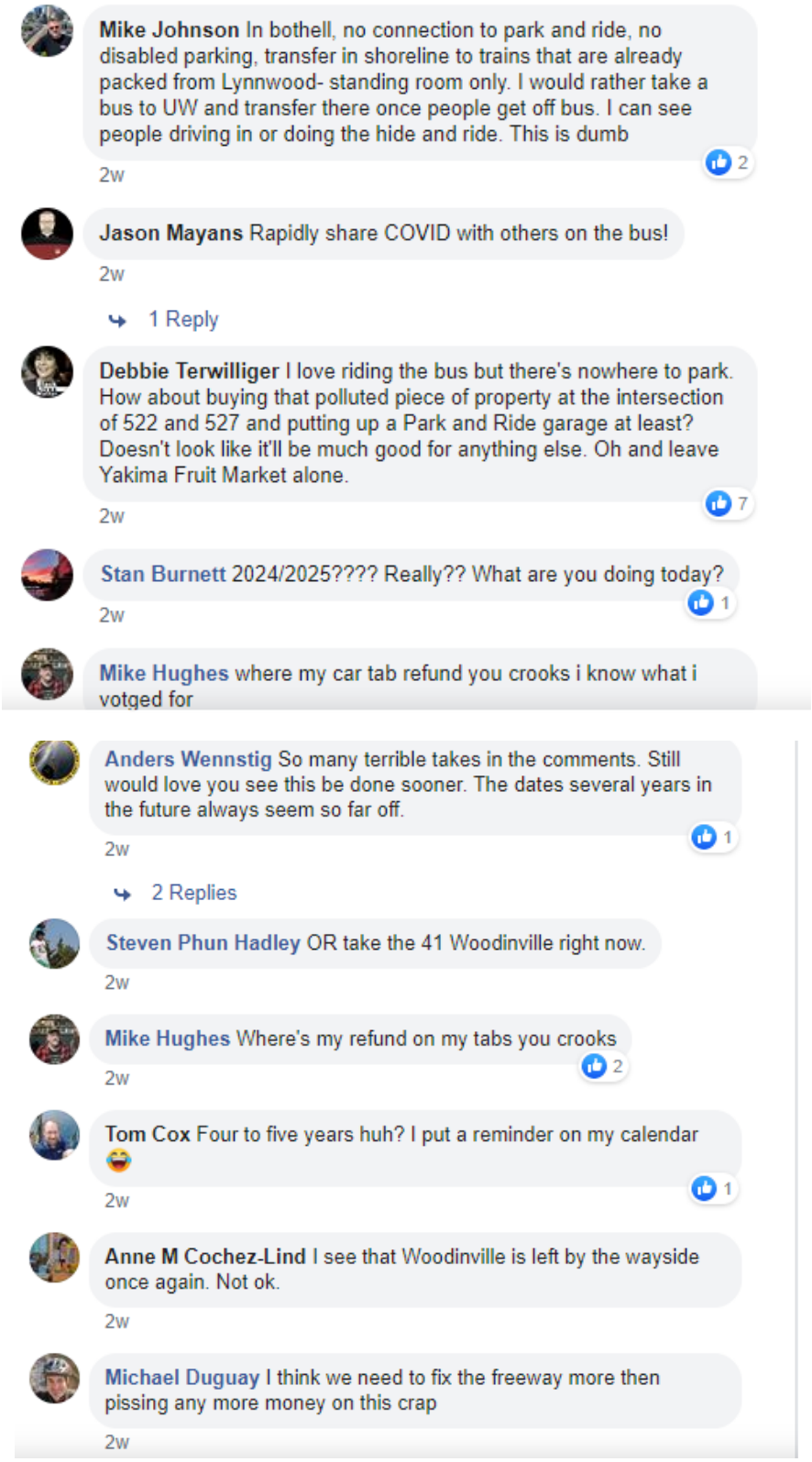
Diane Cramer Really 2024! You got to be kidding. What a joke!
2w

David Roundhill Woodinville = We don't matter. What a joke.
2w
1

Ben Rogers No need to ride now if no jobs
2w

John Derment Another bus to nowhere. More taxes, less service
2w
1

Steve Higgins And How many businesses will have to close to add your bus lane?
2w



Mike Johnson In bothell, no connection to park and ride, no disabled parking, transfer in shoreline to trains that are already packed from Lynnwood- standing room only. I would rather take a bus to UW and transfer there once people get off bus. I can see people driving in or doing the hide and ride. This is dumb

2w · 2

Jason Mayans Rapidly share COVID with others on the bus!

2w

1 Reply

Debbie Terwilliger I love riding the bus but there's nowhere to park. How about buying that polluted piece of property at the intersection of 522 and 527 and putting up a Park and Ride garage at least? Doesn't look like it'll be much good for anything else. Oh and leave Yakima Fruit Market alone.

2w · 7

Stan Burnett 2024/2025???? Really?? What are you doing today?

2w · 1

Mike Hughes where my car tab refund you crooks i know what i votged for

Anders Wennstig So many terrible takes in the comments. Still would love you see this be done sooner. The dates several years in the future always seem so far off.

2w · 1

2 Replies

Steven Phun Hadley OR take the 41 Woodinville right now.

2w

Mike Hughes Where's my refund on my tabs you crooks

2w · 2

Tom Cox Four to five years huh? I put a reminder on my calendar 😂

2w · 1

Anne M Cochez-Lind I see that Woodinville is left by the wayside once again. Not ok.

2w

Michael Duguay I think we need to fix the freeway more then pissing any more money on this crap

2w

Paul Kuhn Just in time for the mass exodus of Seattle residents fleeing all the unrest in the city.
2w
6

Mike Hughes wheres my refund on my tabs i know what i voted for
2w
3

Tyson Barber what use are buses during a pandemic? masks and 6' distances? this is a waste of money that no one outside of Seattle wanted.
1w
1

Jon Morgan With no dedicated lanes. 🤔
1w
1

Hide 11 Replies

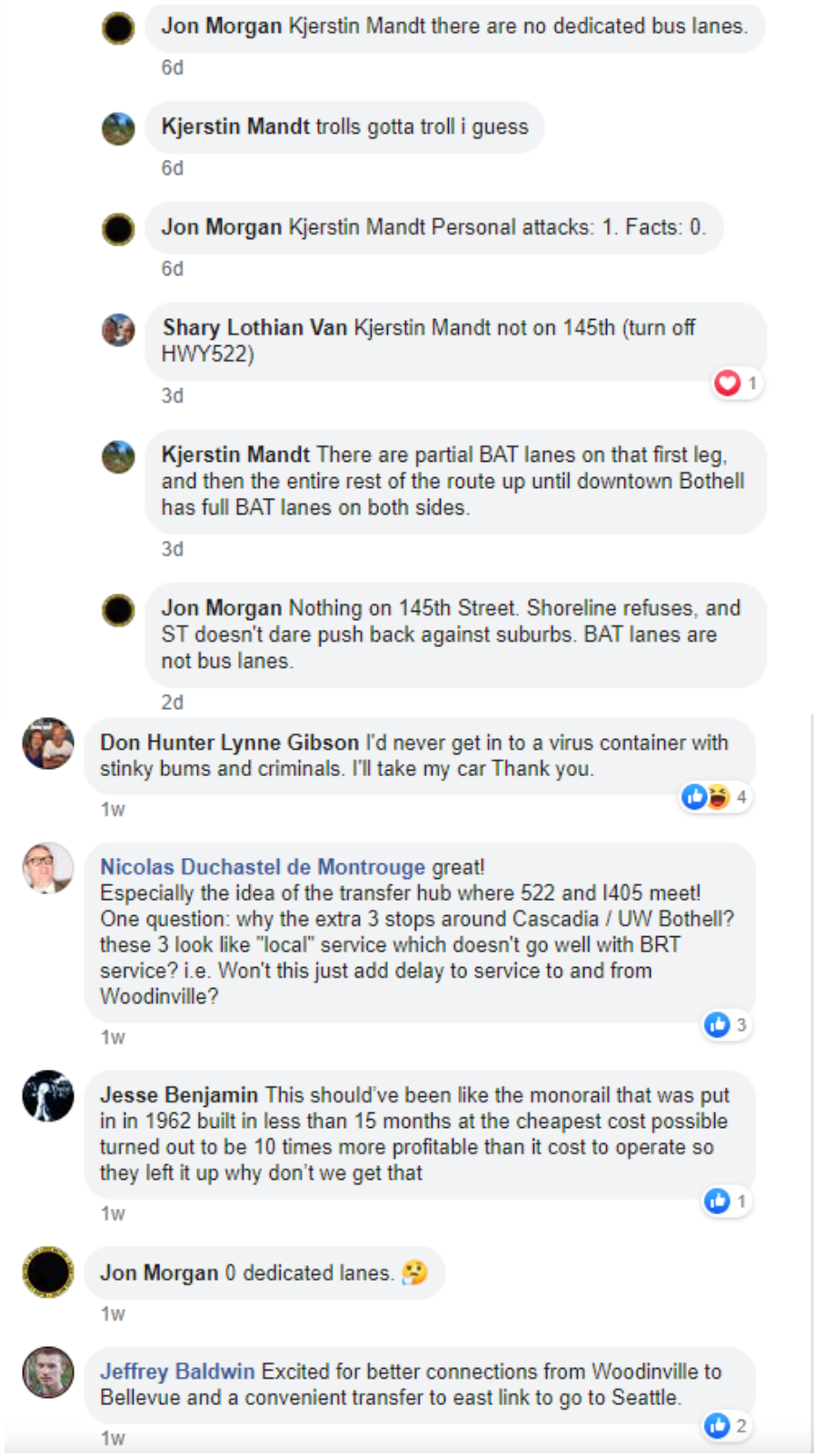
Kjerstin Mandt There are dedicated BAT lanes for the majority of the line.
6d

Jon Morgan Kjerstin Mandt There are no bus lanes.
6d

Kjerstin Mandt Yes there are, it's called a BAT lane (bus access and transit), essentially fully dedicated to bus traffic, but allowing vehicles to come in when they need to turn or access a business.
6d

Jon Morgan Kjerstin Mandt Not on this route there aren't.
6d

Kjerstin Mandt I mean you can look at the maps yourself, I'm not sure what you're missing, but ok
6d



Jon Morgan Kjerstin Mandt there are no dedicated bus lanes.
6d

Kjerstin Mandt trolls gotta troll i guess
6d

Jon Morgan Kjerstin Mandt Personal attacks: 1. Facts: 0.
6d

Shary Lothian Van Kjerstin Mandt not on 145th (turn off HWY522)
1
3d

Kjerstin Mandt There are partial BAT lanes on that first leg, and then the entire rest of the route up until downtown Bothell has full BAT lanes on both sides.
3d

Jon Morgan Nothing on 145th Street. Shoreline refuses, and ST doesn't dare push back against suburbs. BAT lanes are not bus lanes.
2d

Don Hunter Lynne Gibson I'd never get in to a virus container with stinky bums and criminals. I'll take my car Thank you.
4
1w

Nicolas Duchastel de Montrouge great!
Especially the idea of the transfer hub where 522 and I405 meet!
One question: why the extra 3 stops around Cascadia / UW Bothell? these 3 look like "local" service which doesn't go well with BRT service? i.e. Won't this just add delay to service to and from Woodinville?
3
1w

Jesse Benjamin This should've been like the monorail that was put in in 1962 built in less than 15 months at the cheapest cost possible turned out to be 10 times more profitable than it cost to operate so they left it up why don't we get that
1
1w

Jon Morgan 0 dedicated lanes. 🤔
1w

Jeffrey Baldwin Excited for better connections from Woodinville to Bellevue and a convenient transfer to east link to go to Seattle.
2
1w

Jeffrey Baldwin Excited for better connections from Woodinville to Bellevue and a convenient transfer to east link to go to Seattle.
1w · 2

Billy King Jeffrey Baldwin i dont see those connections on the map?
1w

Jeffrey Baldwin Billy King Read the webpage specifically where it talks about Woodinville's service improvements.
1w

Jennifer Craig Aspelund The sound transit tax on my car tab renewal $353
I'm not renewing my tabs there's no transparency or fiscal accountability !
1w · 3

1 Reply

Mike Hughes where my refund on my cae tabs you criiks
1w · 2

Dan Maves The grand plan slowly being implemented- increase the ring of poverty with high density housing.
1w

Janet Royea Save the Yakima Fruit Market!
1w · Edited · 11

William Virgil King With the wait and transfer it Will take longer to get to downtown on the BRT than the current bus does....
1w · 4

Colleen Lee Bummer for sure. Sorry.
1w

Adel Antado Removing the connection to downtown is a mistake
1w · 3

2 Replies

Nancy Hartnell No parking planned for the Kirkland part of the link.
1w · 1

Rick Ulen That's nice. How about finishing the freeway in spokane
1w
1

Ruth Hollingworth Where are we going to park? The park and ride lots are full now.
1w
2

John R Dykstra This could have been an alternative to light rail. But Nooo, we need our little trains like other cities. Between Covid19 and rioting, I didn't expect many transit users anytime soon.
6d
3

Dean Crippe What a waste of money! What for 2 or 3 people to ride once and awhile?
6d
4

Brian Self So many overlapping and redundant transit systems. Property taxes soar to fund these empty boondoggles. Our "fair share" always seems to be—just a little more.
6d
2

Jeffrey Baldwin Please have 522 continue from Woodinville to Shoreline (or Downtown Bothell at least)every 30 minutes during the day ,along with the Woodinville-Bellevue bus.
4d
2

Billy King Jeffrey Baldwin all the way to downtown seattle!
2d

Jeffrey Baldwin Billy King It can have a link connection. The reason they are suggesting having the bus stop at shoreline is to make a link train connection and allow users to avoid traffic on the way to downtown Seattle.
1d

Jesse West Like the 307 did back in the day
2h

Michael Duguay There is a lot of potholes in the road Maybe you should fix those first
1d
1

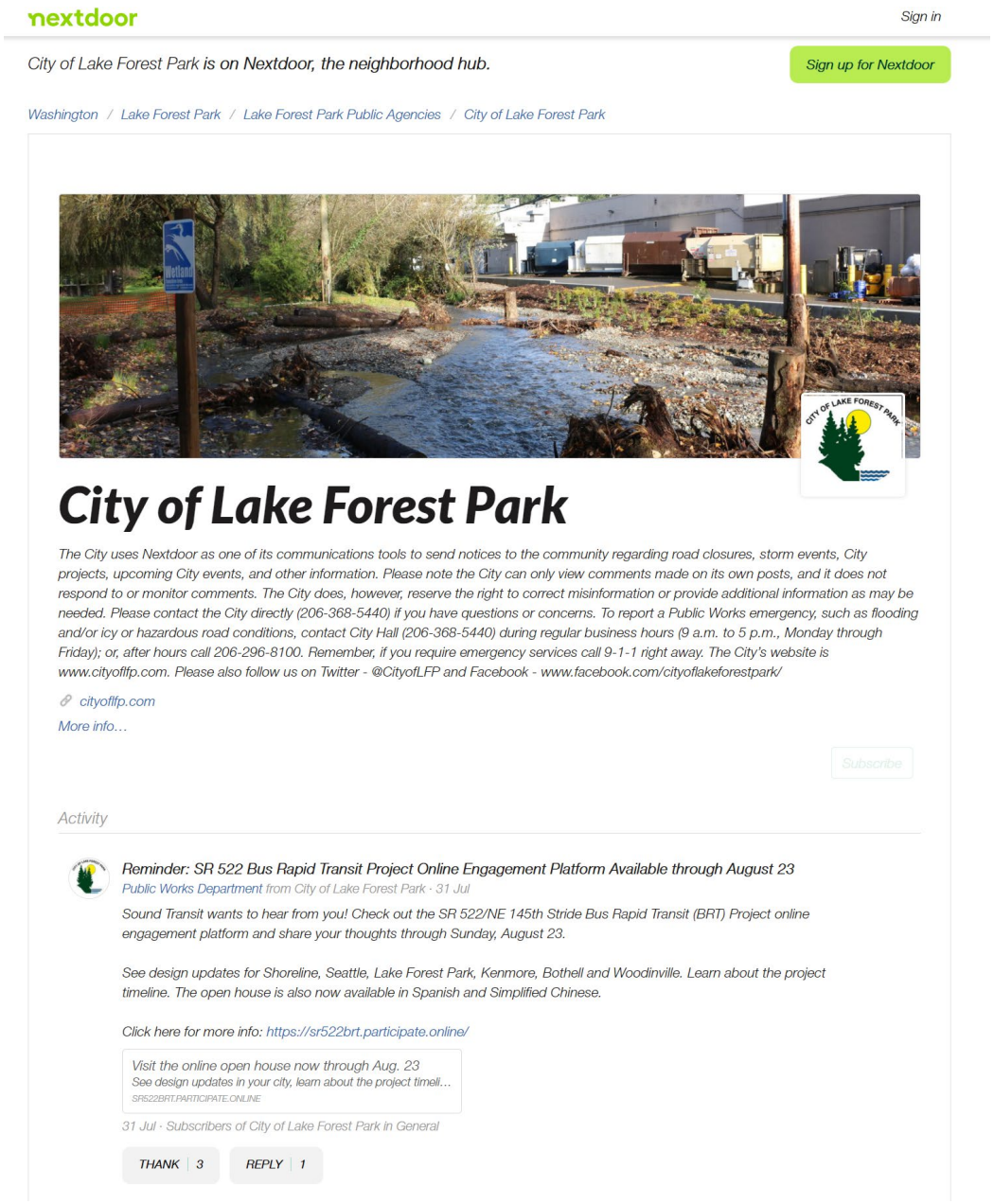
Pat Holland I think Yakima Fruit will be eliminated!
1d
1

John Mueller Inconvenient, unsafe, unreliable, and unsanitary. What's not to like? /sarc
1d

Jesse West Remember the 307
2h

City of Lake Forest Park post on Nextdoor

The City of Lake Forest Park posted a reminder on Nextdoor on July 31, 2020 at nextdoor.com/agency-post/wa/lake-forest-park/city-of-lake-forest-park/reminder-sr-522-bus-rapid-transit-project-online-engagement-platform-available-through-august-23-156607521/. This post encouraged residents to visit the online open house and share their feedback via the online survey.



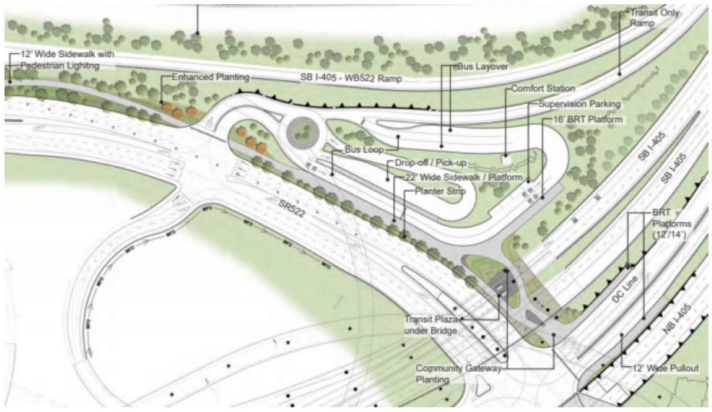
APPENDIX F

Media coverage

Seattle Transit Blog
The following pages show screenshots of an article about the online open house published online in Shoreline Area News on July 23, 2020 at seattletransitblog.com/2020/07/23/bothell-transit-hub-will-connect-sr-522-i-405-brt/.

Bothell transit hub will connect SR 522 & I-405 BRT

July 23, 2020 by Dan Ryan



Planned transit hub connecting Stride BRT routes in Bothell (image: Sound Transit)

A transit hub northwest of a rebuilt SR 522 and I-405 interchange will serve as the eastern terminus for Sound Transit's planned SR 522 BRT. It will connect Stride BRT on SR 522 to Stride BRT on I-405. Sound Transit is dropping plans for some BRT buses to serve Woodinville, and replacing those with a Sound Transit Express branded connection.

These, and other updates to SR 522 BRT plans, are shared in a Sound Transit online open house that runs through August 23.

With expanded express toll lanes on I-405 between SR 522 and SR 527, the Stride BRT on I-405 will be accessible at SR 522 from BRT platforms on new direct access ramps. The SR 522 BRT, meanwhile, will terminate at a bus loop and layover area just to the northwest. That makes for a straightforward connection between the two services and to other buses operating in the area.

The transit hub resolves several other tricky issues in Bothell that Martin explored last year.

ABOUT

Seattle Transit Blog is an independent, award-winning publication covering transit and land use issues in Seattle and the Puget Sound area since 2007. About Us

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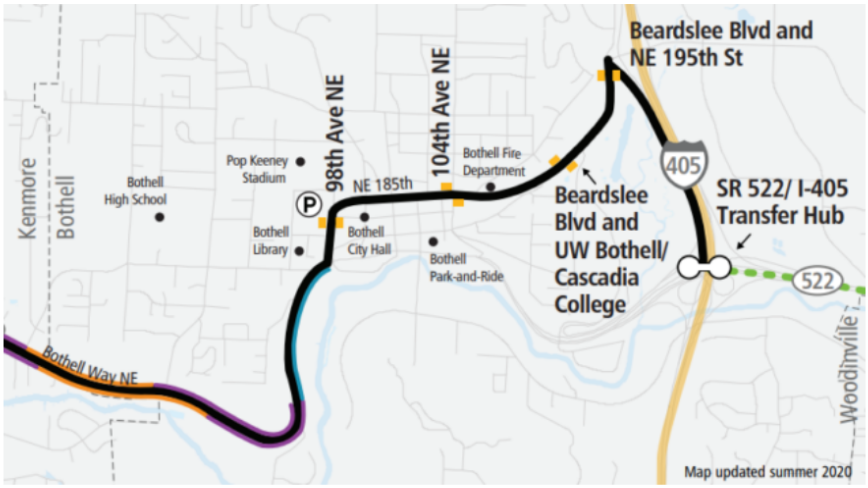
RECENTLY ON PAGE TWO

Truncate Metro Buses After Northgate Link
King County Metro may reinstate fares on May 31
Phase 2 Northgate Link Bus Network Proposal

SR 522 Stride will route through downtown Bothell with stops at UW Bothell/Cascadia College. This routing improves transit access in growing areas of downtown Bothell. I-405 Stride will still miss downtown Bothell, but the latest plans mean it is one frequent connection away via 10-minute service on SR 522 Stride. Alternately, sidewalks from the transit hub will connect to the North Creek trail and Campus Way, so walking access to the south end of campus will be more direct.



The revised SR 522 BRT route in Bothell serves downtown and UW Bothell while connecting to I-405 BRT every ten minutes (image: Sound Transit)

There are revisions to the BRT plan for Woodinville too. The ST3 representative project envisioned half of BRT service terminating to UW Bothell, and the other half continuing on to Woodinville. The last 3.5 miles nearest Woodinville were not to see any capital improvements and the BRT would operate in general traffic, potentially reducing reliability along the entire route. Ridership estimates were very low, with recent estimates as low as 100 daily boardings in Woodinville in 2042.

The solution for Woodinville (as briefed to the Woodinville Council in April) is an ST Express branded service that appears better matched to riders' needs. At peak, it would operate between Woodinville and the Bellevue transit center, making several stops in Woodinville and connecting to the BRT lines at the Bothell hub. At off-peak and weekends, it would operate only between Woodinville and the Bothell transit hub. At comparable operational expense to the original BRT, this would be a rather speedy direct connection to Bellevue and to East Link. The connector would operate at the same 20 minute headways as the representative ST3 project, peak and off-peak. It would be 10 minutes faster to Seattle (50 minutes + 1 transfer, vs 60 minutes + 1 transfer).

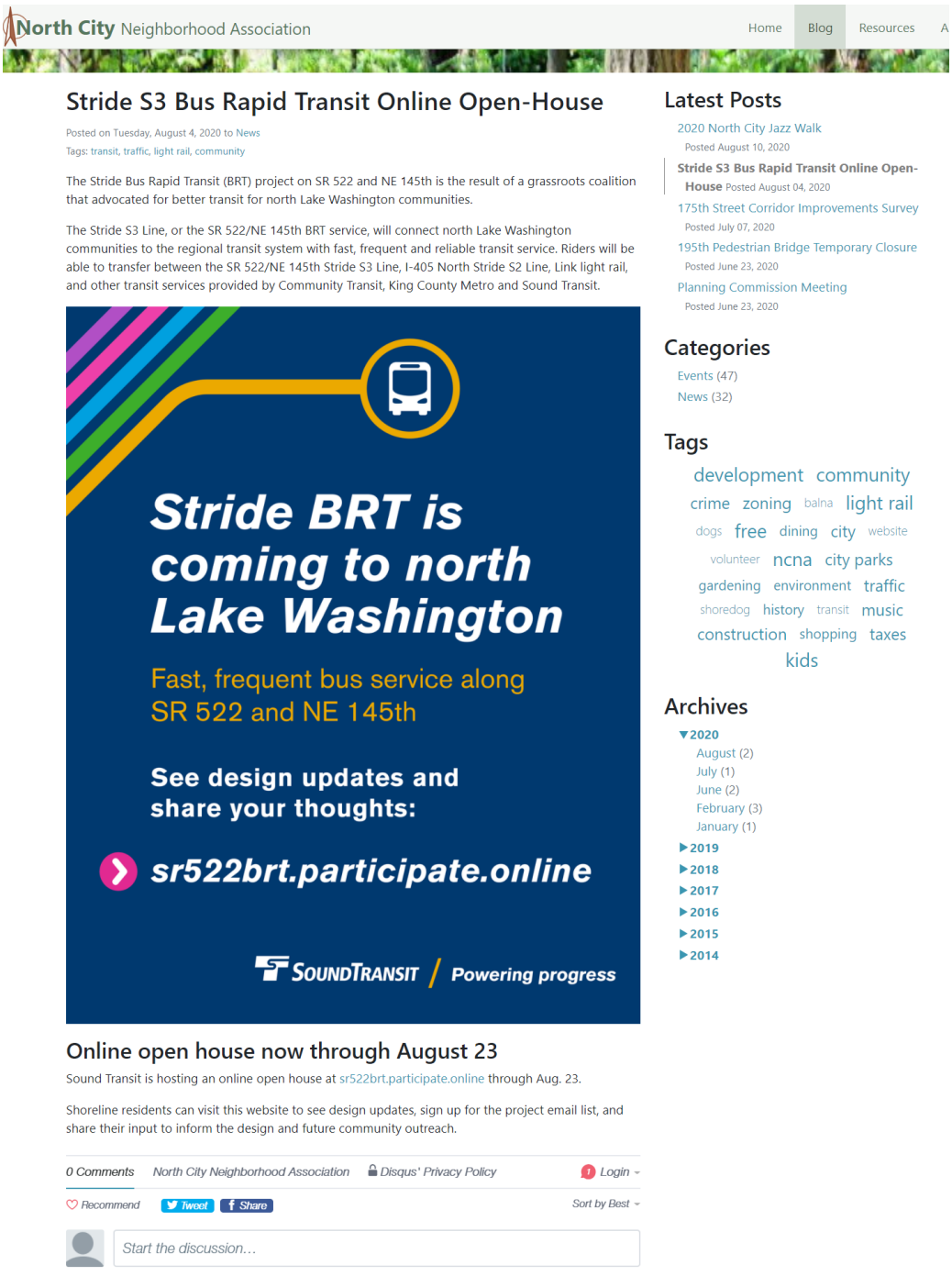
This WSDOT graphic shows the highway configuration with the added direct access to express toll lanes on I-405. The Bothell transit hub, not shown here, would be to the upper left from the intersection & within the loop of the exit ramp (image: WSDOT)

The open house describes several more revisions elsewhere. Most notable are added stations at 61st Avenue NE in Kenmore and NE 165th Street in Lake Forest Park, and the deletion of a station at 25th Avenue NE in Shoreline/Seattle. There are street changes including new roundabouts in Shoreline. There are other other design changes of more local significance.

The SR 522 BRT and north I-405 BRT are currently scheduled to open in 2025. That may be delayed further as Sound Transit 'realigns' the ST3 plan after COVID reduced future revenue forecasts.

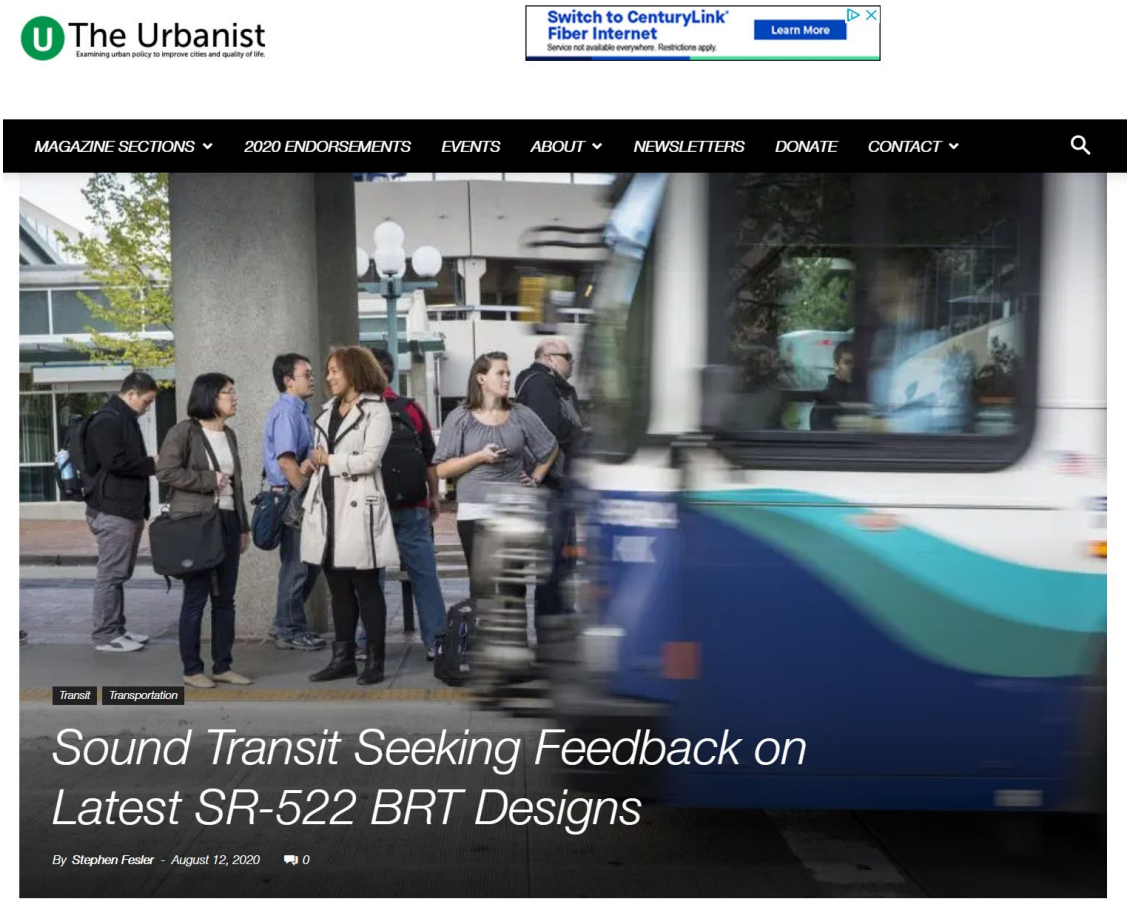
North City Neighborhood Association blog post

North City Neighborhood Association published a blog post on Aug. 4, 2020 at northcityna.org/blog/2020/08/stride-s3-brt-open-house/, publicizing the online open house.



The Urbanist

The Urbanist posted an article on Aug. 12, 2020 at theurbanist.org/2020/08/12/sound-transit-seeking-feedback-on-latest-sr-522-brt-designs/, sharing information about the project design and encouraging readers to visit the online open house.



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Sound Transit Seeking Feedback on Latest SR-522 BRT Designs

By Stephen Fesler - August 12, 2020 0

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Sound Transit has released new conceptual designs for the Stride bus rapid transit (BRT) project on SR-522 (also known as the S3 Line) and is hosting an online open house through August 23rd to gather feedback.

Key changes eliminate the Woodinville tail from the S3 Line, refine plans on how the line would reach a transit facility centered on the SR-522/I-405 interchange, and provide clarity on several stop consolidations and corridor right-of-way improvements. Sound Transit also released more details on transit-oriented development at the Kenmore park-and-ride and could use feedback there, too.

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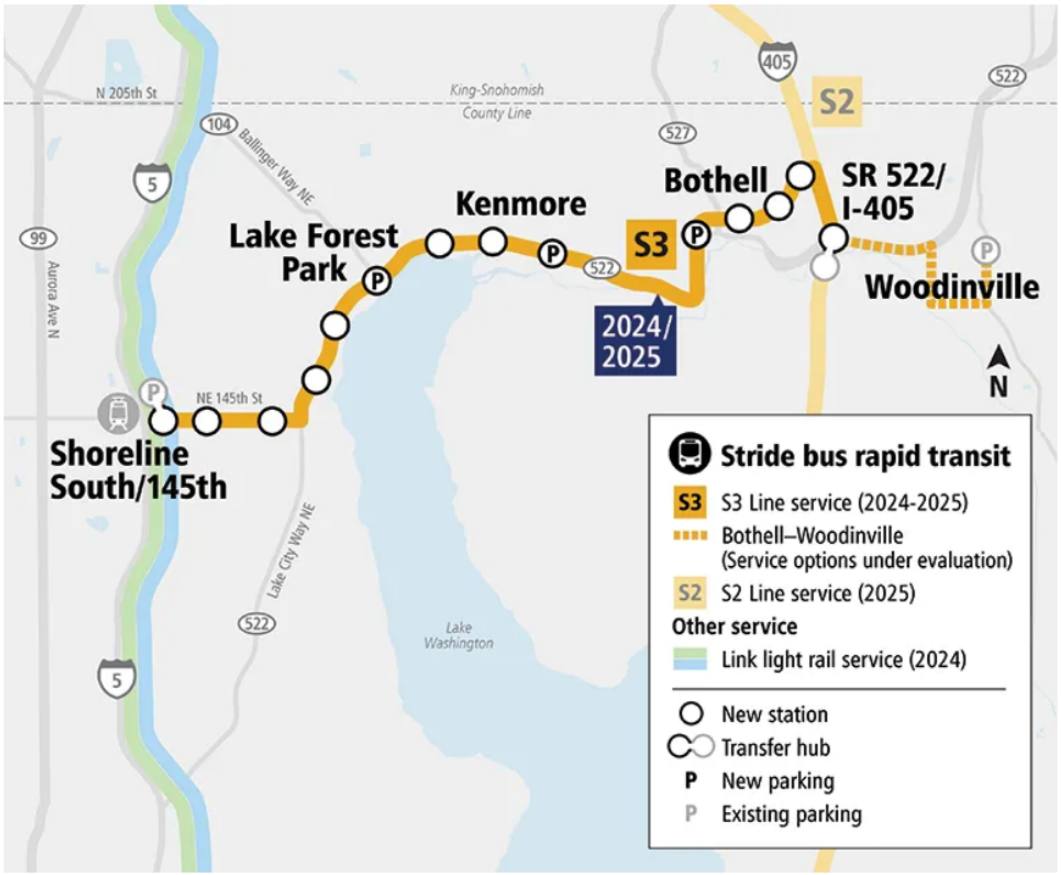
Urbanist Meetup

Monthly meetups are back in an online

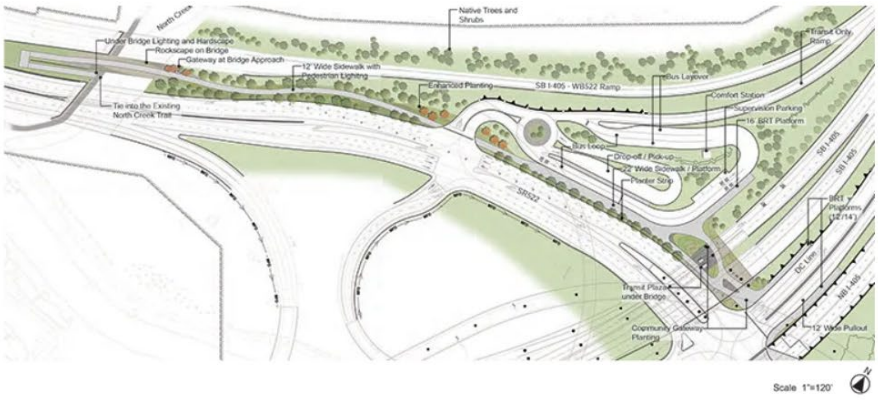
The S3 Line will serve the SR-522/NE 145th St corridor between the future Shoreline South/145th light rail station and I-405/SR-522 interchange in Bothell, essentially replacing ST Express Route 522, some time in 2024 or 2025 if the capital program realignment process does not further day things. At the I-405 interchange it will connect with the "S2 Line" in Sound Transit's parlance for North I-405 Stride BRT. South I-405 BRT is the S1 Line for those keeping score at home, with transfers between S1 and S2 in Downtown Bellevue.

Woodinville tail gets the ax



Conceptual S3 Line corridor and stops with connecting lines. (Sound Transit)

While there has always been a question mark on the Woodinville tail, since it was never formally designated as a bus rapid transit-must, Sound Transit has been sour on the segment throughout the planning process. The latest concepts would entirely eliminate the Woodinville tail from the S3 Line and spin it off as its own ST Express bus route, which could come in two forms as a peak weekday variant and off-peak weekday and weekend variant. The new I-405/SR-522 transfer hub would be a critical transfer piece to both variants.

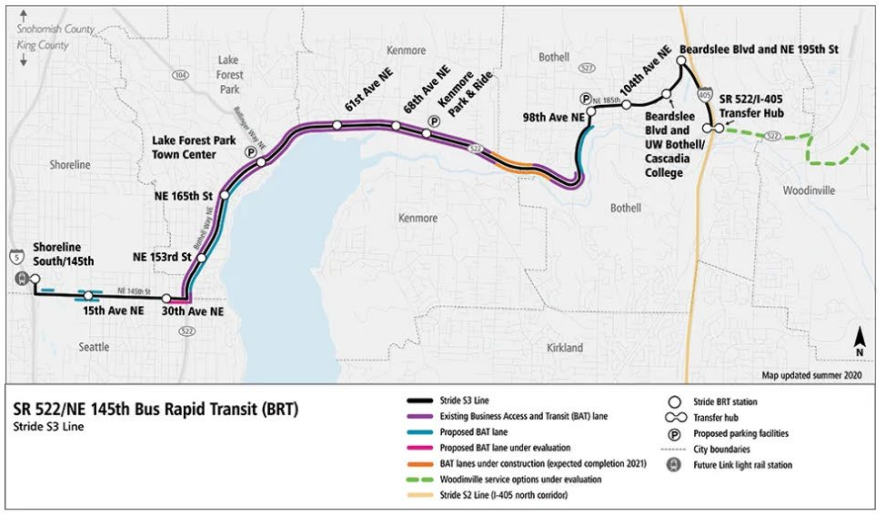


The conceptual layout of the I-405/SR-522 transfer hub. (Sound Transit)

Sound Transit has indicated that the new Woodinville route would run from the Woodinville Park-and-Ride to the Bellevue Transit Center with an interim stop at I-405/SR-522 transfer hub during peak weekday hours. At off-peak weekday periods and on weekends, the service would only run between Woodinville Park-and-Ride and the I-405/SR-522 transfer hub. Frequency under both operational variants would be every 20 minutes and no corridor improvements are proposed.

The agency plans to reach out for public feedback on the Woodinville tail service proposal in a separate process.

Station stop and right-of-way refinements



General S3 Line corridor with conceptual stops and improvements. (Sound Transit)

Sound Transit has dropped and consolidated some stations stops based upon feedback and corridor considerations.

Station consolidations in Kenmore and Lake City

In Kenmore, a station at 80th Ave NE was eliminated since public support was marginal. The street intersects with SR-522 and mainly only has developed blocks splintering off it north of the highway, but some of the blocks are well developed with multifamily uses. Nevertheless, the agency expects King County Metro to continue serving the stop with more local bus service, allowing riders to connect with the S3 Line further down the line if desired. The nearest S3 Line station stop will be located five blocks further to the west at the Kenmore Park-and-Ride.

On NE 145th St, Sound Transit has dropped the 25th Ave NE and Lake City Way NE station stops. Instead, these station stops have been consolidated to a new location about halfway between at 30th Ave NE. This puts a station stop three blocks west of Lake City Way NE and 15 blocks (about a mile) from the intermediate NE 145th St stop at 15th Ave NE. A station at 30th Ave NE would provide for connections to other local bus routes and proximity to the Lake City Hub Urban Village. It also would be directly serve low-income public housing operated by the Seattle Housing Authority. The east side of the urban village and the business district on Lake City Way, however, would be farther away than they would have been with a stop on Lake City Way stop in Seattle.

Even though the S3 Line will not serve the 25th Ave NE stop, Sound Transit reports that Metro will continue to do so at high frequencies with local service to the Shoreline light rail station. Likewise, the stops at NE 145th St and Lake City Way NE will continue to be served by local Metro bus service.

Right-of-way design changes

In Bothell, Sound Transit has identified design changes to how the line will operate on city streets and corresponding improvements. The S3 Line leaves SR-522 at 98th Ave NE running only on local streets to reach I-405. This will effectively mean skirting around the city center via NE 185th St while still providing two station stops that offer city center access. To aid bus movements on NE 185th St, Sound Transit hopes to implement speed and reliability improvements at intersections and in the roadway.

Bothell service will also run Beardslee Blvd with no deviations directly into the UW Bothell/Cascadia College campus. Proposed station stops, however, would still provide reasonable walking access to the main upper campus areas. The line terminus at that I-405/SR-522 transit hub would have direct trail access to the lower portion of the campus.

Just south of the main city center, Sound Transit is planning to construct business access and transit (BAT) lanes in the northbound direction of SR-522, though battles over the Yakima Fruit Stand continue. Other BAT lanes near Bothell's western city limits are already under construction on SR-522.

One additional conceptual change for Bothell has led Sound Transit to slightly move the future park-and-ride. Originally, this facility had been planned right at Pop Keeney Stadium but is now being shifted a little south to Lot P South sought in order to reduce property impacts. A total of 300 parking spaces are proposed as part of the facility.

In Lake Forest Park, conceptual design changes have been made for the footprint of SR-522 to accommodate BAT lanes and where BAT lanes and related speed and reliability improvements are proposed. Driveways and property access have been an issue on the east side of SR-522 for a

segment between NE 155th St and just south of 41st Ave NE. This has led to Sound Transit consider some right-of-way expansion on the west of SR-522 in the area.

Sound Transit generally proposes right-of-way changes in Lake Forest Park that would modify road configuration between NE 145th St and just north of NE 165th St. Part of this involves adding new roadway but also removal of the two-way left-turn pocket lane in order to provide BAT lanes in both directions, new sidewalks, and a raised median. Compensating for the median barriers, new U-turns would be permitted at some intersections. However, the agency anticipates no changes to the median between NE 145th St and NE 155th St.

In Shoreline, progress on conceptual changes have largely come in the form of roundabouts near the I-5 interchange with NE 145th St. The City of Shoreline has been spearheading the effort with the state and other local jurisdictions to construct two such roundabouts. The idea behind the roundabouts is that traffic flow will improve over the use of stoplights, which is critical to keep buses moving to and from the light rail station planned just north of the I-5/NE 145th St interchange off of 5th Ave NE.

Conceptual design for the new NE 145th St roundabouts. (City of Shoreline)

If built, the roundabout would certainly be a big improvement over the status quo, especially for people walking, biking, and rolling to and from the station with safer and more accessible routes. Wait times at intersections should also be much less for transit trying to move along NE 145th St or reaching the station. The roundabout project is still in the design phase and is anticipated to cost another $25 million to complete.

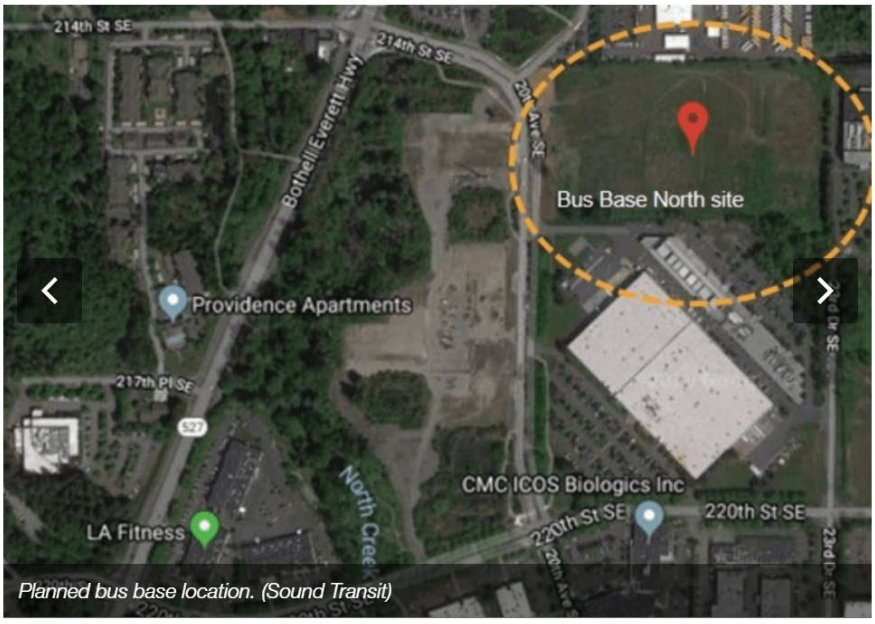
Kenmore transit-oriented development

Finally, Sound Transit noted that some progress has been made on the Kenmore Park-and-Ride garage, which is supposed to deliver 300 parking stalls at the existing park-and-ride lot. In coordination with Metro and the City of Kenmore, Sound Transit hopes to include transit-oriented development as part of the project. Several design workshops were held last year to discuss a path forward to realize both objectives.

Early concept of the future Kenmore park-and-ride garage with TOD. (Sound Transit)

The existing park-and-ride property is about seven acres, but inclusion of adjacent properties like the St. Vincent de Paul and Schnitzelbank could increase that by several acres. An early conceptual design, however, would only include the St. Vincent de Paul site. All told, the conceptual design contemplates four primary apartment buildings with some mixed-use and new parking garage situated to the southeast.

Bus and bus base progress



Planned bus base location. (Sound Transit)

In support of the S3 and S2 Lines, Sound Transit is earnestly planning a new 12-acre bus base in Bothell's Canyon Park. An environmental checklist and decision on the facility was issued on Monday with a determination of nonsignificance (DNS), meaning that environmental impacts are anticipated to be relatively minor and no mitigation is required. The comment period on the DNS is open through August 24th.

On top that, federal government just came through with a $4.8 million grant on Tuesday that will assist in purchase of buses and bus equipment specifically for the S3 Line. Both construction of the bus base and acquisition of a bus fleet will also be critical elements of the S3 Line in order to launch.

Next steps

Sound Transit expects to continue the planning and design process through 2023. Formal selection of the project to build should occur later this year with board approval and construction on the bulk of project elements is anticipated to begin in 2023, though some work is already underway in Bothell on SR-522. Give feedback through August 23rd in Sound Transit's online open house on the project and any desired refinements.

APPENDIX G

Online open house

The following pages show the webpages of the online open house in English, Simplified Chinese and Spanish) that ran from July 17 through Aug. 23, 2020.

SoundTransit
Open through Aug. 23, 2020
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SR 522/NE 145th Stride Bus Rapid Transit

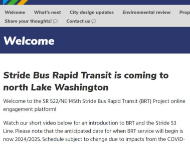
Welcome | What's next | City design updates | Environmental review | Property acquisition | Project overview | Share your thoughts! | Contact us

Welcome

Stride Bus Rapid Transit is coming to north Lake Washington

Welcome to the SR 522/NE 145th Stride Bus Rapid Transit (BRT) Project online engagement platform!

Watch our short video below for an introduction to BRT and the Stride S3 Line. Please note that the anticipated date for when BRT service will begin is now 2024/2025. Schedule subject to change due to impacts from the COVID-19 recession and the ongoing Sound Transit Board realignment process. Read on for more information about the project timeline.



Explore transit improvements happening near you! Visit our design updates section or click the topics below:

- View the station locations
- Check out the station design
- What's happening in Bothell
- What's happening in Kenmore
- What's happening in Lake Forest Park
- What's happening in Shoreline/Seattle
- What's happening in Woodinville
- Transit changes for riders

How to use this site:

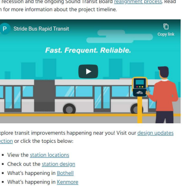
- Click the + button to see more information
- Click on hyperlinked text to open new pages or to display pop-up info boxes

What is the Stride S3 Line?

The Stride S3 Line, or the SR 522/NE 145th Bus Rapid Transit (BRT) service, will connect north Lake Washington communities to the regional transit system with fast, frequent and reliable transit service. Riders will be able to transfer between the SR 522/NE 145th Stride S3 Line, I-405 North Stride S2 Line, Link light rail and other transit service provided by Sound Transit, Community Transit and King County Metro.

Learn more about the project background.

Interested in our new line names? Learn more about how we will be naming and illustrating our lines starting in 2021.



Click to enlarge

What's the latest?

- Since spring 2019, we have been working on the conceptual design and environmental review. Check out our design updates and timeline.
- We are continuing to advance the design and currently anticipate starting BRT service in 2024/2025. Schedule subject to change due to impacts from the COVID-19 recession and the ongoing Sound Transit Board realignment process.
- In 2020, we will finish conceptual design and environmental review through the completion of the State Environmental Policy Act (SEPA) checklist, and we will continue to advance more detailed preliminary designs.

Key terms we use in this site

- **Conceptual design**: refers to the 10% design level we have been developing since spring 2019, as we worked on conceptual engineering and environmental review.
- **Preliminary design**: refers to the 30% (more detailed) design level. At this level, the footprint for the project is largely determined. Following key design decisions, we will continue to advance preliminary design throughout 2020–2021.
- **Stride S3 Line**: Starting in 2021, we will use "Stride S3 Line" as the new name for the SR 522/NE 145th BRT service. Learn more about upcoming changes to the way we name and illustrate our lines.

Upcoming virtual public meetings!

- We will host virtual public meetings as the preliminary designs become available throughout 2020–2021.
- Please join us to learn more about the design in your city, ask questions and share your thoughts.
- Subscribe to our email list to receive future updates.

Share your thoughts!

Share your thoughts!

Click below or scroll to the **Share your thoughts** section to provide input on:

- Your travel preferences
- How you plan to access Stride BRT stations

You can also let us know if you would like to receive updates about the results of environmental review.

Share your thoughts

COVID-19 impacts to Sound Transit projects

- Sound Transit is ensuring the health and safety of the community and our workforce by following the guidance of our partners at Public Health-Seattle and King County, Washington State Department of Health and the Centers for Disease Control and Prevention regarding COVID-19.
- The COVID-19 recession will likely affect Sound Transit's expansion project plans and timelines. Learn more about how the Sound Transit Board is assessing potential project impacts.
- Stay tuned for future updates and learn more about how Sound Transit is responding to COVID-19.

Stay engaged!

Get upcoming project news and public involvement opportunities.

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What's next for the project?

Upcoming design and environmental milestones:

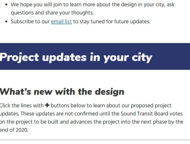
In 2020, the project team will finish the planning phase of the project, completing conceptual engineering and environmental review through the completion of the State Environmental Policy Act (SEPA) checklist. The project team will then ask the Sound Transit Board to identify the project to be built, which may enable the project to advance into the next phases, the design and construction phases.

In the design phase, we will:

- Finalize the design of roadway and sidewalks.
- Finalize station design and public art.
- Obtain land use, environmental and construction permits.
- Begin the property acquisition process.

Schedule

- **Fall 2020**
  Environmental review complete/Threshold Determination issued (learn more about the environmental review process)
- **Late 2020**
  Sound Transit Board advances the project to be built
- **Fall–Winter 2020/2021**
  Complete preliminary design of roadways, sidewalks and stations along the corridor
- **2021**
  Continue advancing design of parking garages



Construction for most of the BRT project is expected to begin by 2023 and be completed by 2024/2025. Construction of some elements may begin before 2023 and others may occur after service starts in 2024/2025. Schedule subject to change due to impacts from the COVID-19 recession and the ongoing Sound Transit Board realignment process.

Upcoming virtual public meetings!

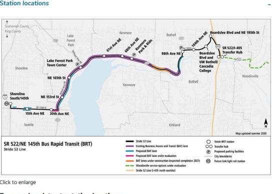
- We will host virtual public meetings as the preliminary designs become available throughout 2020–2021.
- We hope you will join to learn more about the design in your city, ask questions and share your thoughts.
- Subscribe to our email list to stay tuned for future updates.

Project updates in your city

What's new with the design

Click the lines with + buttons below to learn about our proposed project updates. These updates are not confirmed until the Sound Transit Board votes on the project to be built and advances the project into the next phase by the end of 2020.

Station locations



Click to enlarge

Proposed updates to station locations:

Since spring 2019, we assessed three stations that were not included in the voter-approved project. Assessments included ridership potential, transit integration with King County Metro, non-motorized access and community input.

Based on these assessments, we propose that, as part of advancing the project to be built, the Sound Transit Board:

- Does not pursue a Stride BRT station at 80th Avenue NE in Kenmore.
  - Our assessments showed only limited support for including this proposed additional BRT station.
  - King County Metro will continue to serve this bus stop.
- Includes Stride BRT stations at 61st Avenue NE in Kenmore and NE 165th Street in Lake Forest Park.
  - We have heard strong stakeholder support to locate Stride BRT stations at 61st Avenue NE in Kenmore and NE 165th Street in Lake Forest Park in order to provide access to the region's high-capacity transit system and to support integration with King County Metro service.

We also evaluated two stations that were in the Representative Project. Based on our analysis, we propose that the Sound Transit Board:

- Removes the Stride BRT station at 25th Avenue NE in Shoreline/Seattle.
  - The existing NE 145th Street/25th Avenue NE King County Metro stop will remain and continue to be served by King County Metro buses, with service to the future South Shoreline station. With King County Metro buses every 10 minutes, this service will connect riders to light rail with the same frequency provided at Stride stations.
  - We also propose removing the proposed roadway widening and sidewalk improvements at this intersection.
- Moves the Stride BRT station at the intersection of NE 145th and SR 522 to 30th Avenue NE on NE 145th Street.
  - We heard concerns from our agency partners about pedestrian access and the pedestrian environment at the proposed Stride BRT station at NE 145th and SR 522.
  - Moving the station to 30th Avenue NE would improve pedestrian access and allow for stronger integration with King County Metro's frequent bus service that will run along NE 145th Street.

What will the Stride BRT shelters look like?

Stride BRT stations will typically include longer platforms (slightly elevated sidewalks) so that two buses can serve passengers at the same time. We are continuing to update the preliminary shelter design of the Stride stations.

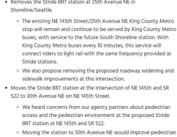
STRIDE

The name for Sound Transit BRT, Stride, will be integrated into the design of the BRT system.

Changes to the shelter design:

- An updated pylon with illuminated identification.
- A sign to display real-time information about bus arrivals and departures.
- Framed canopy and windscreens for waiting riders' comfort and safety.
- The addition of Stride wave colors gold, teal and light gray.
- Space for public art.

Check out the concept images below for an illustration of what the stations might look like.



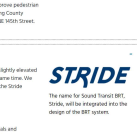
Concept image of a Stride BRT station on SR 522/NE 145th Street. | Click to enlarge

Option for the Stride BRT station configuration. | Click to enlarge

Updates in Bothell

Stride BRT stations in Bothell:

- 98th Avenue NE and NE 182nd Street
- NE 185th Street and 104th Avenue NE
- UW Bothell/Cascadia College-Beardslee Boulevard
- Beardslee Blvd and NE 195th Street
- SR 522/I-405 Transfer Hub

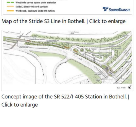


Map of the Stride S3 Line in Bothell. | Click to enlarge

City-led Stage 3 improvements to SR 522:

In 2019, construction began on the City-led "Stage 3" improvements to SR 522. In partnership with the City, Sound Transit is funding the construction of the Stage 3 improvements, which include:

- Adding BAT lanes between Kenmore and Wayne Curve/96th Avenue NE.
- Adding sidewalks on the north side of SR 522, associated with roadway widening.



Concept image of the SR 522/I-405 Station in Bothell. | Click to enlarge

Additional improvements to SR 522 in Bothell:

We are proposing the following design updates between 96th Avenue NE and 98th Avenue NE:

- Adding sidewalks on the west side of SR 522, associated with roadway widening.
- Maintaining the existing two-way left-turn lane as much as possible.

Design updates in downtown Bothell:

We are proposing the following updates to the design in downtown Bothell:

- Stride BRT to operate on Bothell city streets (98th Avenue NE, NE 185th Street, Beardslee Boulevard and NE 195th Street) to the SR 522/I-405 Transit Hub. Operating on city streets will improve transit access to the growth in downtown Bothell.
- Placing stations on Beardslee near UW Bothell/Cascadia College and at the SR 522/I-405 Transit Hub to maintain access to the university and I-405 Stride BRT while improving service reliability.
- Adding intersection and roadway treatments along NE 185th Street to increase BRT speed and reliability.
- Locating the future park-and-ride lot at the Lot P South site, with 300 parking spaces. The preferred location has moved from Pop Keeney Stadium to Lot P South to reduce property impacts.

Next steps:

- The project team is working on finalizing the conceptual design for Bothell.
- Once the conceptual design is completed and agreed upon with the City, we will reach out to potentially impacted property owners in Bothell to share the design and offer meetings to discuss individual properties. We anticipate these letters will be sent in summer 2020.
- The project team will continue to work with the City to site the park-and-ride lot.
- Following key design decisions, the project team will advance preliminary design. Once these preliminary designs become available for Bothell, we will share these updates with the public. These updates are anticipated in early 2021.
- Subscribe to our email list to stay tuned for future updates and opportunities to get involved.

Updates in Kenmore

Proposed Stride BRT stations in Kenmore:

- 61st Avenue NE
- 68th Avenue NE
- Kenmore Park-and-Ride

Map of the Stride S3 Line in Kenmore. | Click to enlarge

Kenmore Park-and-Ride garage and transit-oriented development (TOD):

The voter-approved BRT project included a new 300-stall parking garage at the existing park-and-ride lot in Kenmore. Sound Transit engaged in an early planning process to address the new garage, as well as goals of the City of Kenmore and King County Metro to support future TOD at this location. In 2019, Sound Transit held three design workshops that brought together a team of stakeholders, including neighboring property owners, the City of Kenmore, King County Metro and agency partners to:

- Identify a location for the garage at the Kenmore Park-and-Ride lot that would work with King County Metro and the City's interests in advancing TOD on this site in the future.
- Collaborate on a visioning and evaluation process to create the best potential future development outcomes for the Kenmore Park-and-Ride lot and neighboring properties.

Participants at a workshop for the Kenmore Park-and-Ride garage and TOD.

Concept image of the future Kenmore park-and-ride garage and potential TOD at neighboring properties. | Click to enlarge

Heron rookery habitat management plan:

- As part of the workshops, the team investigated how the project might affect the great blue herons at the Kenmore Heron Rookery north of the Kenmore Park-and-Ride lot.
- To minimize disruptions to the herons, the Washington Department of Fish and Wildlife and the City of Kenmore recommend avoiding any increase in activity levels near the rookery.
- A Habitat Management Plan will be completed as design is finalized to determine final measures that will be used to protect the colony.
- Those specific measures for colony protection will be included in the project design plans and construction requirements.

Next steps:

- We are continuing to study project feasibility and work with our partners to support their interest in future TOD at this site. We will complete our report of the workshops and TOD feasibility study in summer 2020. In 2021, we will share our plan with the public for review and feedback.
- We will continue meeting with property owners to discuss potential impacts and share design information as we have it.
- The project team will advance preliminary design.
- We will host a virtual public meeting later this year as more detailed preliminary designs become available for Kenmore.
- Subscribe to our email list to stay tuned for future updates and opportunities to get involved.

Updates in Lake Forest Park

Proposed Stride BRT stations in Lake Forest Park:

- NE 153rd Street
- NE 165th Street
- Lake Forest Park Town Center

Map of the Stride S3 Line in Lake Forest Park. | Click to enlarge

Shifting the footprint to the west side of SR 522:

- Early outreach allowed us to visit potentially affected property owners on site and better understand some of the design and driveway access challenges, leading us to modify the design accordingly.
- As we advanced to preliminary design, we analyzed driveways and access to potentially affected properties in Lake Forest Park. We determined that widening to the east side of the road between NE 155th Street and the south end of 41st Avenue NE had some significant impacts to driveways. In some cases, residents would not have been be able to access their homes, potentially requiring the full acquisition of multiple properties
- We worked with WSDOT and the City of Lake Forest Park to explore alternatives that would reduce this impact. From these conversations, **we have refined the design between NE 155th Street and half a block south of 41st Avenue NE in Lake Forest Park. These refinements include shifting some roadway widening to the west side of SR 522 to allow more property owners to stay in their homes and reduce the overall change to the neighborhood.**
- We have reached out to property owners on both sides of the roadway to discuss what this means for potential impacts to their properties.

Learn more about this west-side refinement in our answers to frequently asked questions.

Lake Forest Park parking garage:

- The project has developed an early design concept for a parking garage at the Lake Forest Park Town Center, adjacent to City Hall.

Roadway updates:

Where possible to reduce property impacts, our current design reconfigures the two-way left-turn lane so that a business access and transit lane and sidewalk can be added while minimizing the project footprint. This approach has different outcomes along the corridor:

- Between NE 145th Street and NE 155th Street, there is no change to the existing median.
- Between NE 155th Street and 41st Avenue NE, we are proposing to replace the two-way left-turn lane with a raised median. This width varies in several places.
- We are considering U-turns for the signalized intersections at NE 153rd Street, 39th Avenue NE and NE 165th Street to allow people to access homes and businesses. In order to accommodate the U-turns, the outside lane may need to be further widened at these three intersections, within the context of the west-shift design.

Next steps:

- We are designing the west-side shift along part of SR 522 in Lake Forest Park.
- We will continue meeting with property owners to discuss potential impacts and share design information as we have it.
- The project team will advance preliminary design.
- We will host a virtual public meeting later this year as information about these more detailed preliminary designs become available for Lake Forest Park.
- We will consider opportunities for partnerships with third parties on continued design and construction of the garage.
- Subscribe to our email list to stay tuned for future updates and ways to get involved.

Updates to NE 145th in Shoreline and Seattle

Stride BRT stations along NE 145th in Shoreline and Seattle:

- Shoreline South/145th Link Light Rail Station
- 15th Avenue NE
- 30th Avenue NE

See the Station locations section for more information about changes to station locations along NE 145th Street.

Map of the Stride S3 Line in Shoreline/Seattle. | Click to enlarge

City of Shoreline's potential roundabouts on NE 145th at I-5 in Shoreline

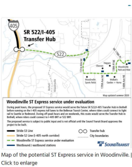
- The City of Shoreline is working on the NE 145th Street and I-5 Interchange Project, in coordination with WSDOT, City of Seattle, King County Metro and Sound Transit, to construct two roundabouts: one at the intersection of the southbound I-5 on- and off-ramp, and one at the intersection of NE 145th Street and 5th Avenue NE.
- The roundabouts at the interchange will improve traffic flow to and from the future Shoreline South/145th light rail station and reduce the length of widening on NE 145th Street for the business access and transit lane.
- The City and Sound Transit have a signed letter of concurrence on the BRT improvements along NE 145th Street, which includes joint funding of the roundabouts.
- View the design concept and learn more on the City's project website.

Next steps:

- We will continue meeting with property owners to discuss potential impacts and share design information as we have it.
- The project team will continue to advance preliminary design.
- We will host a virtual public meeting later this year as more detailed preliminary designs become available for NE 145th Street.
- Subscribe to our email list to stay tuned for future updates and ways to get involved.

Updates to Woodinville bus service

- We have heard support from the Woodinville City Council and staff for a service that would better connect Woodinville commuters with East Link light rail for faster and better connections to Redmond, Seattle and Bellevue. To meet this need, we are proposing to connect Woodinville to high-capacity transit via a new ST Express route.
- This service to Woodinville would remain part of the overall BRT Project, and the Woodinville bus service plan is not official until the Board approves the project to be built.
- During peak hours, the new ST Express route would serve the new SR 522/I-405 Transfer Hub in Bothell before running on the I-405 express toll lanes to the Bellevue Transit Center, where riders can connect to light rail to Seattle or Redmond.
- During off-peak hours and on weekends, this route would serve the Transfer Hub in Bothell, where riders can connect to I-405 BRT or 522 BRT, as well as to UW Bothell/Cascadia College.
- The service is planned to start when SR 522/NE 145th Stride BRT begins service.
- In addition to better connections to Redmond, Seattle and Bellevue, this new ST Express service offers the potential to serve additional stops in downtown Woodinville. There will be opportunities to provide feedback as the ST Express service is designed over the next few years.



Map of the potential ST Express service in Woodinville. | Click to enlarge

Transit changes for riders

2021 - North Link Connections Mobility Project:

- With the opening of Northgate Link light rail in 2021, King County Metro will make changes to bus routes and introduce new mobility options in north King County, including along SR 522 and NE 145th Street. Read about the details to their plan.
- This project aims to connect people to Link light rail, respond to changing transportation needs and improve mobility for historically underserved populations.
- Route changes are set to take effect in September 2021.
- Potentially affected routes that currently serve communities along SR 522 and NE 145th Street:
  - King County Metro Routes 64, 65, 308, 309, 312, 372
  - Sound Transit Route 522
- Under the current proposal:
  - ST Express Route 522 and King County Metro Route 312 would continue to serve SR 522/Lake City Way, with a destination of the Roosevelt Link Station.
  - King County Metro Route 309 would continue to serve South Lake Union and First Hill directly.
  - King County Metro Route 372 would continue to travel between UW Bothell/Cascadia College and UW Seattle, extending to the new U District Link Station.
- An updated proposal incorporating community feedback will be open for public comment as early as Aug. 31, 2020.
- Learn more about Sound Transit potential route changes.

2024/2025 – 522 BRT planned to replace ST Express Route 522. This will provide:

- Better service (10-minute frequency all-day and on weekends, off-board fare payment, all-door boarding, and transit signal priority).
- Better reliability (reduced delay by building completed BAT lanes, and by avoiding congestion on I-5 and in downtown Seattle).

Environmental review

We are continuing to conduct environmental review for the SR 522/NE 145th Stride BRT Project. Sound Transit is the Lead Agency under SEPA (State Environmental Policy Act) for this project and is completing a SEPA Checklist to document the findings of the environmental work.

Project team member conducting fieldwork for environmental analysis.

Learn more about environmental review

What is SEPA and the SEPA checklist?

The State Environmental Policy Act (SEPA) was created to give agencies the tools to consider and mitigate for environmental impacts of proposals. Analysis of environmental impacts through a SEPA process is intended to ensure that environmental values are considered during decision-making by state and local agencies. A checklist is one method used through the SEPA process to identify, analyze and disclose environmental impacts associated with government and agency decisions.

If you are interested in more details on how the SEPA process works, check out the Washington Department of Ecology's website and Sound Transit's SEPA Rules.

What happens after the SEPA checklist is completed?

After evaluating the project and completing the Checklist, Sound Transit will publish a Threshold Determination documenting whether the project is expected to have any significant adverse impacts, and whether mitigation for impacts is available. The SEPA Checklist will be published along with the Threshold Determination. These documents will be available for public review and comment after they are issued, and the Threshold Determination will include the date by which any comments on the environmental work will be due to Sound Transit.

The Sound Transit Board will consider the outcome of the environmental review process, along with technical and economic information, when deciding whether to advance the project into the Design phase. (Jump to What's next for the project to learn more about the project phases.)

At this time, Sound Transit expects to publish these documents in the fourth quarter of 2020. Click the following + to learn more about some of our environmental work underway.

SEPA transportation analysis

In developing the project through the early planning phase, we analyzed corridor traffic to understand how best to fit improvements for frequent and reliable BRT service into the area roadways, while minimizing effects to other traffic in the area.

Through the current environmental process, we continue to analyze the effects of the proposed project on intersection operations with existing and future traffics levels. We are also studying potential effects to other agency bus operations, public parking and non-motorized transportation facilities (paths, trails, sidewalks and bicycle lanes) in the project area.

SEPA noise analysis

We are analyzing how sound levels along the corridor could change with the operation of the project and how perceptible that could be, along with the potential for short-term noise and vibration impacts from construction of the project.

SEPA visual and aesthetics analysis

We are considering the project's potential changes to the visual environment, and how those changes would likely affect visual quality as seen from nearby. The assessment is considering a variety of views and perspectives, including those of motorists, recreationists, employees and residents. The work takes into account any designated scenic resources or views along the corridor, as well as potential for light or glare from the project to cause impacts.

SEPA ecosystems and critical area analyses

We are analyzing wetlands, streams, groundwater, floodplains and critical areas such as steep slopes and landslide hazards near the project to understand how or whether the project would negatively affect them. We are considering stormwater and how and where it flows and how the project might change that. In addition, we are evaluating the type and quality of existing vegetation and wildlife habitat, and potential impacts to plants and animals.

SEPA land/shoreline use and housing

We are determining whether the project would be consistent with local land use plans, whether it would change existing land uses and whether any component would be located within a Shoreline of the State. The SEPA Checklist will disclose the locations of housing and other structures relative to the project location and will disclose any currently anticipated purchase/relocation of housing or other structures.

Other elements addressed in the SEPA checklist

The environmental analysis will also consider project construction and operational impacts related to the following:

- Earth
- Air
- Energy and natural resources
- Hazardous materials/contamination
- Recreation
- Historic and cultural preservation
- Public services
- Utilities

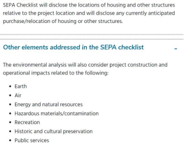
2020 property owner outreach

Property owner meetings:

- Since January 2020, the project team has been meeting with property owners across the corridor who may be impacted by the project, based on early conceptual designs.
- We continue to reach out to potentially impacted property owners to offer meetings.

A property owner meeting with a member of the project team at home in Lake Forest Park.

Upcoming Sound Transit Board Action:



Click to enlarge

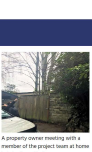
How does the property acquisition process work?

View this graphic to learn about the steps of the property acquisition process.

Learn more about the project

What is the SR 522/NE 145th Stride BRT Project?

- The Stride BRT project on SR 522 and NE 145th Street is the result of a grassroots coalition that advocated for better transit for north Lake Washington communities. In November 2016, voters approved the Sound Transit 3 (ST3) plan, which included the SR 522/NE 145th BRT Project. Once in service, the route will be known as the Stride S3 Line.
- The Stride S3 Line will connect north Lake Washington communities to the regional transit system with fast, frequent and reliable transit service.
- The Stride S3 Line stations will be shared with King County Metro routes, providing easy navigation and transfers for riders along this popular corridor. Riders will also be able to connect to Link light rail at the Shoreline South/145th Station, and to the I-405 Stride S2 Line and Community Transit routes in Bothell.
- The project includes additional parking at Lake Forest Park, Kenmore and Bothell.
- In addition to the S3 Line, Sound Transit is also implementing Stride BRT along I-405 and SR 518 from Lynnwood to Bellevue and Bellevue to Burien. For more information about the I-405 Stride BRT Project, visit soundtransit.org/I405brt.



Members of the community-driven 522 Transit Now! Coalition attending a joint city council meeting for Bothell, Kenmore, Lake Forest Park and Shoreline in 2016.

A community-driven effort

- Arising out of a local, community-driven effort, the SR 522/NE 145th Stride BRT Project was first proposed by the 522 Transit Now! Coalition and local elected officials and staff from Shoreline, Lake Forest Park, Kenmore, Bothell and Woodinville.
- Continued community advocacy helped to ensure that the project was included on the ST3 ballot for voter consideration.
- In November 2016, the ST3 Plan was approved by voters and funded to build additional light rail and commuter rail service, including BRT service in your community.

Benefits

- Reliable travel times using transit priority improvements — including business access and transit lanes, bus queue bypass lanes and transit signal priority—that give BRT buses various ways to avoid traffic congestion.
- Fourteen proposed Stride BRT stations serving Shoreline/Seattle, Lake Forest Park, Kenmore and Bothell, as well as a new ST Express route connecting Woodinville to Bothell and Bellevue.
- Additional parking in Lake Forest Park, Kenmore and Bothell.
- Service every 10 minutes all day between Shoreline and Bothell.
- More than 8,000 weekday riders projected by 2040.
- Open for service in 2024/2025.

Early planning phase refinements

In 2018 and 2019, we developed a series of refinements to the project, based on our technical analysis and feedback from the community. Refinements included:

- Station locations.
- Roadway improvements for BRT priority, including business access and transit lanes, bus queue bypasses and transit signal priority.
- Sidewalk improvements where the roadway is being widened.
- Service integration with King County Metro, Community Transit, ST Express and I-405 Stride BRT.
- Connection to I-405 Stride BRT and into Woodinville.
- Access for pedestrians and bicyclists (non-motorized access).

What we heard in the early planning phase

We heard the following high-level themes from the general public in response to the proposed refinements:

- Support for effective local transit connections and options for non-motorized modes of travel to allow easy access to BRT for those without a vehicle.
- Support for transit priority improvements to ensure BRT speed and reliability. Suggestions included bus queue jumps and transit signal priority.
- Concern from property owners along the corridor about the impact of an expanded roadway.
- Support for safe pedestrian walkways and crossings along SR 522, with consideration of where sidewalks would be best utilized.

Early planning phase project archive

Phase 1 Executive Summary

Share your thoughts!

Online survey

Take our quick survey to let us know how you anticipate traveling in the future, how you plan to access SR 522/NE 145th Stride BRT stations and what you are most interested in learning about the environmental review.

Upcoming virtual public meetings

We will host virtual public meetings as more detailed preliminary designs become available throughout 2020–2021.

Are you interested in participating in the virtual public meetings to learn more about the design in your city, ask questions and share your thoughts?

- ○ Yes, sign me up for email updates about the virtual public meetings
- ○ No, I am not interested in participating in the virtual public meetings

Your future commute

We understand that COVID-19 is keeping many people from using transit right now. Sound Transit is reminding riders that they should limit travel to essential trips and follow social distancing and other critical health guidelines to protect the community.

How often do you anticipate using Stride BRT, once service begins in 2024/2025?

- ○ Every day (5–7 days per week)
- ○ Every week (1–4 days per week)
- ○ Occasionally (1–4 days per month)
- ○ Rarely (a few times per year)
- ○ Never

What kinds of trips do you plan to make using Stride BRT and its connections to other public transit services? Check all that apply.

- ☐ Commuting to work and/or school
- ☐ Personal trips/errands
- ☐ Trips to the airport
- ☐ Trips to downtown Seattle
- ☐ Trips for recreation/entertainment
- ☐ Other

Which modes of public transit do you anticipate using the most in the future? Select all that apply.

- ☐ Sound Transit Link light rail
- ☐ Sound Transit Bus Rapid Transit
- ☐ Sound Transit Sounder train
- ☐ None of these
- ☐ Community Transit bus
- ☐ Sound Transit Express bus
- ☐ King County Metro bus
- ☐ Ferry or water taxi

Station access

Which Stride S3 Line stations do you anticipate using the most? Visit the "Project updates in your city" section, above, to view maps of the stations.

- ☐ Shoreline South / 145th Link Light Rail Station
- ☐ 15th Avenue NE (Shoreline/Seattle)
- ☐ 30th Avenue NE (Shoreline/Seattle)
- ☐ NE 153rd Street (Lake Forest Park)
- ☐ NE 165th Street (Lake Forest Park)
- ☐ Lake Forest Park Town Center (Lake Forest Park)
- ☐ 61st Avenue NE (Kenmore)
- ☐ 68th Avenue NE (Kenmore)
- ☐ Kenmore Park-and-Ride (Kenmore)
- ☐ 98th Avenue NE and NE 182nd Street (Bothell)
- ☐ NE 185th Street and 104th Avenue NE (Bothell)
- ☐ Beardslee Boulevard and UW Bothell / Cascadia College (Bothell)
- ☐ Beardslee Boulevard and NE 195th Street (Bothell)
- ☐ SR 522/I-405 Transfer Hub
- ☐ I do not anticipate using the Stride S3 Line

How do you anticipate getting to Stride BRT stations? Select all that apply.

- ☐ Bicycling
- ☐ Walking
- ☐ Driving and parking
- ☐ Being dropped off
- ☐ Using ride share services like Uber or Lyft
- ☐ Transferring from other transit
- ☐ Other

How often do you anticipate using a park-and-ride lot or parking garage to get to a Stride BRT station?

- ○ Every day
- ○ Most days of the week
- ○ A few days a week
- ○ Once a month or fewer
- ○ Never

How often do you anticipate walking or riding your bike to a Stride BRT station?

- ○ Every day
- ○ Most days of the week
- ○ A few days a week
- ○ Once a month or fewer
- ○ Never

What are the greatest obstacles to you using public transit? Select all that apply.

- ☐ Public health concerns related to COVID-19
- ☐ I need my personal vehicle for my job
- ☐ Lack of parking
- ☐ Lack of access to a safe walking or bicycle route
- ☐ Lack of amenities, such as safe and secure bicycle parking or storage
- ☐ I just prefer to drive
- ☐ Cost of transit fare
- ☐ Transit schedules do not align with my work hours
- ☐ Distance to or from transit
- ☐ Other

Environmental review

In 2020, we will publish the SEPA Checklist and Threshold Determination, documenting whether the project is expected to have any significant adverse environmental impacts, and whether mitigation for impacts is available.

Are you interested in receiving a notification when these documents are available for public review?

- ○ Yes, add me to the email list so I can receive udpates
- ○ No

Demographics

Would you be willing to provide demographic information?

- ○ Yes
- ○ No

Submit

Contact us

You will continue to hear from us throughout the coming months. We will share information via our project webpage, email listserv and virtual town halls. Sign up for our email list to stay up to date on the project!

First Name | Last Name
Email Address
Comment*

Submit

Contact us

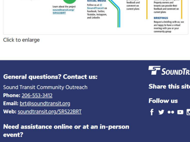
Sound Transit Community Outreach
Phone: 206-553-3412
Email: brt@soundtransit.org
Web: soundtransit.org/SR522BRT

Other resources

Our project staff are coordinating with King County Metro, Community Transit and WSDOT staff on their projects in the area. If you have comments about their services, please contact them through the links below:

- King County Metro
- Community Transit
- WSDOT

How to get involved



Click to enlarge

General questions? Contact us:

Sound Transit Community Outreach
Phone: 206-553-3412
Email: brt@soundtransit.org
Web: soundtransit.org/SR522BRT

Need assistance online or at an in-person event?

Accessibility Inquiries:
Phone: 1-800-201-4900, TTY Relay 711
Email: main@soundtransit.org
Monday - Friday, 7 a.m. to 7 p.m.

Additional services:

General Rider Inquiries:
Phone: 1-888-889-6368, TTY Relay 711
Email: main@soundtransit.org
Monday - Friday, 7 a.m. to 7 p.m.

Call or text Security 24/7: 206-398-5268

SoundTransit

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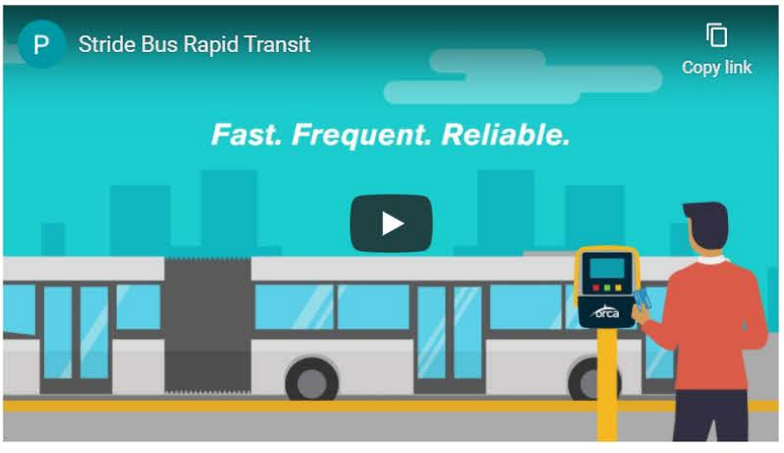
SR 522/NE 145th Stride 快速公交车捷运系统

欢迎

Stride Bus Rapid Transit（Stride公交车捷运系统）即将来到北华盛顿湖

欢迎您访问SR 522/NE 145th Stride公交车捷运系统（BRT）项目的线上参与平台！

下方的简短视频将为您介绍BRT和Stride S3路线。为了新冠肺炎蔓延和进行中的Sound Transit（海湾捷运委员会）董事会路线调整过程，项目日程可能会更改。



了解您所在地区附近的公交改进措施！访问我们的设计最新进展部分或点击以下主题：

- 查看 车站地点
- 查看 车站设计
- Bothell（博塞尔）
- Kenmore（肯莫尔）
- Lake Forest Park（湖林公园市）
- Shoreline/Seattle（岸线市/西雅图）
- Woodinville（伍丁维尔）
- 乘客面临的公交服务变化

如何使用本网站：

- 点击 ✚ 按钮查看更多信息
- 点击超链接打开新页面或显示弹出信息框

什么是Stride S3路线？

Stride S3路线，或SR 522/NE 145 公交车捷运系统（BRT）服务将通过快速、频繁和可靠的公交服务将北华盛顿湖的社区与地区公交服务连接起来。乘客将可以在SR 522/NE 145 Stride S3路线、I-405北Stride S2路线、Link轻轨列车和Sound Transit（海湾公共交通局）、Community Transit（社区公交）和King County Metro（金郡公交部）提供的其他公交服务之间换车。

了解更多项目背景。

对我们的新路线名称感兴趣？ 了解更多我们将从2021年开始采用的 路线

COVID-19（新冠肺炎）对Sound Transit项目造成的影响

- Sound Transit（海湾公共交通局）严格遵循西雅图和金郡公共卫生部、华盛顿州卫生部，以及疾病控制与预防中心等合作伙伴关于COVID-19的指导方针，以确保社区和工作人员的健康与安全。
- COVID-19会影响项目的扩展计划和时间表。 了解更多 Sound Transit董事会如何评估潜在项目影响的信息。
- 关注未来更新，了解更多 Sound Transit对COVID-19的应对措施。

保持参与！

了解未来的项目新闻和公众参与机会。

电子邮件地址

订阅

命名和图示 。

点击放大

有哪些最新进展？

- 自2019年春季以来，我们一直在进行概念设计和环境审查工作。请查看我们的 设计最新进展和时间表。
- 我们不断推进设计进程，目前预计将于2024/2025年开始提供BRT服务。为了新冠肺炎萧条和进行中的Sound Transit（海湾捷运委员会）董事会路线调整过程，项目日程可能会更改。
- 2020年间，我们将通过完成《州环境政策法》（SEPA）的检查清单来结束概念设计和环境审查，我们还将继续推进更详细的初步设计。

本网站使用的关键术语

- 概念设计：我们自2019年春季以来在概念工程和环境审查中开展的10%的设计级别。
- 初步设计：30%（更详细的）设计级别。在这一级别，项目占地面积在很大程度上已经确定。随着重要设计决策的推出，我们将在2020-2021年继续推进初步设计。
- **Stride S3**路线：从2021年开始，“Stride S3 Line”将成为SR 522/NE 145th BRT服务的新名称。了解更多未来路线命名和图示的变化。

即将举行的线上公众会议！

- 随着初步设计结果在2020-2021年之间的推出，我们将举办线上公众会议。
- 如果您想了解更多您所在城市的设计方案、提问并分享您的看法，请参加会议。
- 订阅我们的 电子邮件 接收项目未来更新。

分享您的想法！

点击下方或滚动至分享您的想法部分，我們想了解以下方面的看法：

- 您的出行偏好
- 前往Stride BRT车站的计划

您还可以告诉我们您是否希望收到环境审查结果的更新。

分享您的想法

项目的下一步是什么？

接下来的设计和环境里程碑：

2020年间，项目团队将通过完成《州环境政策法》（SEPA）的检查清单来结束概念设计和环境审查。项目团队随后将请Sound Transit（海湾公共交通局）董事会确定待建项目，此举将推动项目进入下一个阶段：设计和施工。

在设计阶段，我们将：

- 完成道路和人行道的设计。
- 完成车站设计和公共艺术。
- 获取土地使用、环境和施工许可。
- 开始 物业收购流程。

日程安排

2020年秋季
完成环境审查/公布"Threshold Determination"（是否构成重大环境影响的决定）（了解更多关于 环境审查的流程)

2020年晚些时间
Sound Transit董事会推进待建项目

2020/2021年秋季至冬季
完成沿线的道路、人行道和车站的初步设计

2021年
继续推进停车场的设计

大部分BRT项目施工预计将于2023年开始，并于2024/2025年结束。部分施工可能会在2023年之前开始，另外一些则可能会在2024/2025年服务开通后进行。为了新冠肺炎萧条和进行中的Sound Transit（海湾捷运委员会）董事会路线调整过程，项目日程可能会更改。时间表可能因新冠病毒经济萧条而更改。

即将举行的线上公众会议！

- 随着初步设计结果在2020-2021年之间的推出，我们将举办线上公众会议。
- 我们希望您会参加会议，了解更多您所在城市的设计方案，提问并分享

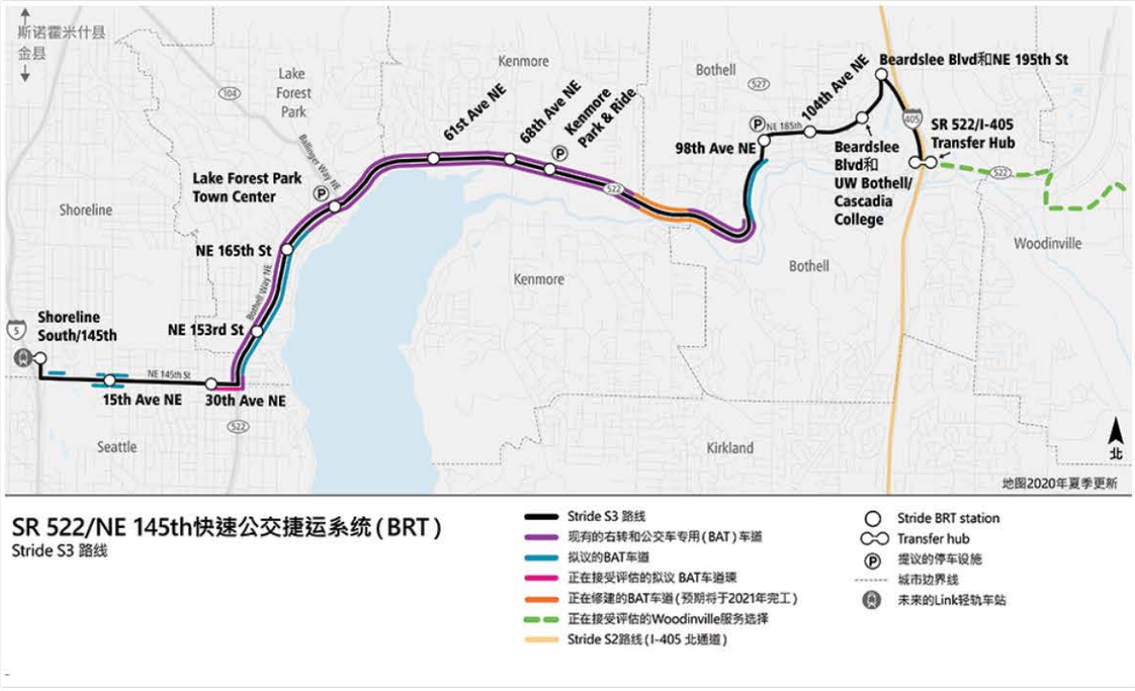
您的看法。
- 订阅我们的电子邮件，关注未来更新。

您所在城市的项目最新进展

设计最新进展

点击带有✚按钮的文字行，了解我们提议的项目更新。Sound Transit董事会将于2020年末投票决定待建项目并将其推进至下一阶段。在此之前，这些更新并非正式。

车站地点 -



点击放大

提议的车站地点更新：

自2019年春季以来，我们评估了不在选民投票通过的项目中的三个车站。评估包括潜在客流量、与King County Metro（金郡公交部）的公交整合、非机动车出入的情况，以及社区意见。

根据这些评估，我们建议**Sound Transit**董事会在推进待建项目的过程中：

- 不再考虑在Kenmore（肯莫尔）的80th Avenue NE修建Stride BRT车站。
  - 我们的评估显示，对这个额外BRT车站的支持较为有限。
  - King County Metro将继续为这个公交车站提供服务。
- 在Kenmore的61st Avenue NE上和Lake Forest Park（湖林公园市）的NE 165th Street上修建Stride BRT车站。
  - 在Kenmore的61st Avenue NE和Lake Forest Park的NE 165th Street上增设Stride BRT车站有助于民众前往该地区的大容量公交系统，并促进与King County Metro的整合。利益相关者对此给予了大力支持。

我们还评估了Representative Project（代表性项目）中包括的两个车站。根据我们的分析，我们建议Sound Transit董事会：

- 取消在Shoreline（岸线市）/西雅图25th Avenue NE的Stride BRT车站。
  - 目前位于NE 145th Street/25th Avenue NE的King County Metro车站将保持不变，并继续提供King County Metro的公交车服务，该服务可通达未来的South Shoreline车站。每10分钟一班的King County Metro公交车能够以和Stride车站同样的频率将乘客送达

轻轨车站。
    - 我们还建议取消在这个路口加宽道路和改善人行道设施的提议。
- 将位于NE 145th和SR 522路口的Stride BRT车站移至30th Avenue NE和NE 145th Street路口。
    - 针对在NE 145th和SR 522路口修建Stride BRT车站一事，我们从机构合作伙伴那里听到了对该处行人来往和步行环境的顾虑。
    - 将车站移至30th Avenue NE有助于行人来往，并能更好地与在NE 145th Street沿线频繁运行的King County Metro公交车服务整合。

Stride BRT*候车亭是什么样子的？*

Stride BRT车站通常会有较长的月台（略高的人行道），以便两辆公交车能同时靠站。我们还在不断更新Stride车站候车亭的初步设计。

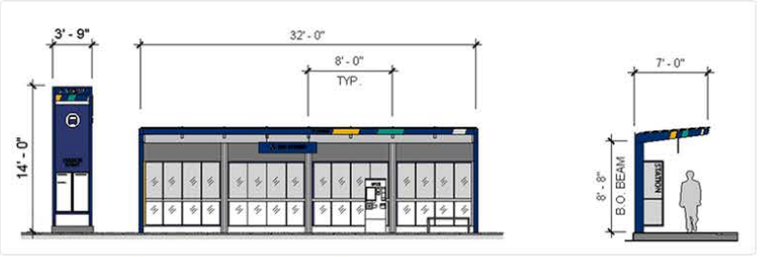
Sound Transit BRT的名称「Stride」将被包括在BRT系统设计中。

候车亭设计改进：

- 更新后带有照明标示的标杆。
- 显示公交车进出站实时信息的标志。
- 带框架的雨蓬和挡风板，为候车乘客提供舒适安全的环境。
- 添加Stride波浪颜色：金色、蓝绿色和浅灰色。
- 公共艺术空间。

下方的概念图描绘了车站的外观。

位于SR 522/NE 145th Street的Stride BRT车站概念图。 | 点击放大

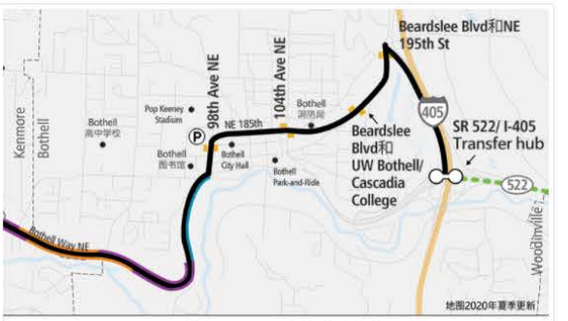


Stride BRT车站结构选项。 | 点击放大

Bothell（*博塞尔*）*最新进展*

Bothell*的***Stride BRT** *车站：*

- 98th Avenue NE和NE 182nd Street
- NE 185th Street和104th Avenue NE
- UW Bothell/Cascadia College（华盛顿大学博塞尔校区/卡斯卡迪亚社区大学）- Beardslee Boulevard
- Beardslee Blvd和NE 195th Street
- SR 522/I-405 中转枢纽



SR 522/NE 145th 快速公交车捷运系统 - Bothell
Stride S3路线

*市政府领导的第***3***阶段***SR 522***改进：*

市政府领导的SR 522 "第3阶段改进工程 于2019年开始。

Sound Transit以市政府合作伙伴的身份为第3阶段改进工程项目提供资金，其中包括：

- 在Kenmore（肯莫尔）和Wayne Curve/96th Avenue NE之间修建BAT车道。
- 在加宽道路的基础上在SR 522北侧增设人行道。

对于Bothell内SR 522的其他改进措施：

我们提议在96th Avenue NE和98th Avenue NE之间进行以下设计更新：

- 在加宽道路的基础上在SR 522西侧增设人行道。
- 尽可能保留现有的双向左转车道。

Bothell市中心的设计更新：

我们提议对Bothell市中心的设计进行以下更新：

- Stride BRT将在Bothell城市街道（98th Avenue NE、NE 185th Street、Beardslee Boulevard和NE 195th Street）上运行，并通达SR 522/I-405公交枢纽。在城市街道上运行有助于为Bothell市中心的发展提供更便利的公交服务。
- 在华盛顿大学博塞尔校区/卡斯卡迪亚社区大学附近的Beardslee上，以及在SR 522/I-405公交枢纽增设车站不但便于人们前往大学和使用I-405 Stride BRT服务，还可以提高服务可靠性。
- 在NE 185th Street沿线改进路口和道路设施，以提高BRT的速度和可靠性。
- 在Lot P South所在地确定未来300个停车位的"park-and-ride"（换乘停车场）的位置。首选地点已从Pop Keeney Stadium换至Lot P South，以减少物业影响。

接下来的步骤：

- 项目团队正在完成Bothell的概念设计。
- 完成概念设计并与市政府达成协议后，我们将联系可能受影响的Bothell业主，向他们介绍设计方案并提供讨论单个物业的会面机会。我们预期将于2020年夏季发出这些信件。
- 项目团队将继续与市政府合作，确定换乘停车场的地点。
- 随着重要设计决策的推出，项目团队将推进初步设计。Bothell的初步设计一旦出台，我们将与公众分享这些更新。这些更新预期将于2021年早些时间完成。
- 订阅我们的电子邮件，了解未来更新和参与机会。

Bothell的Stride S3路线图。| 点击放大

Bothell的SR 522/I-405车站概念图。| 点击放大

Kenmore（肯莫尔）最新进展

提议在Kenmore的Stride BRT车站：

- 61st Avenue NE
- 68th Avenue NE
- Kenmore Park-and-Ride（换乘停车场）

Kenmore的换乘停车场和公交导向发展（TOD）：

选民通过的BRT项目包括在Kenmore现有的换乘停车场修建300个停车位的新停车场。Sound Transit（海湾公共交通局）参与了早期规划中关于新停车场、Kenmore市和King County Metro（金郡公交部）目标的工作，以支持未来在该处的TOD工作。Sound Transit于2019年

举办了三个设计研讨会，将附近业主、Kenmore市政府、King County Metro和机构合作伙伴等一系列利益相关者召集起来以来进行以下工作：

- 在Kenmore换乘停车场所在地确定一个有助于King County Metro和该市在此处推进未来TOD工作的停车场位置。
- 在愿景和评估过程中进行协作，为Kenmore换乘停车场所在地和邻近物业开发创造最佳潜在成果。

鹭群栖息地管理计划：

- 在研讨会中，团队考察了项目可能对换乘停车场以北Kenmore鹭群栖息地的大蓝鹭造成的影响。
- 为了最大程度地减少对大蓝鹭的干扰，华盛顿鱼类和野生动植物管理局和Kenmore市建议避免在鹭群附近增大活动强度。
- 随着设计进入最后阶段，我们将完成栖息地管理计划，以确定保护该鸟群的最终措施。
- 保护鸟群的具体措施将包括在项目设计计划和施工要求中。

接下来的步骤：

- 我们将继续研究项目可行性，并与合作伙伴一起推进这里未来的TOD工作。我们将于2020年夏季完成研讨会报告和TOD可行性研究报告。我们将在2021年公布计划，以供公众审查和反馈。
- 我们将继续与业主会面和讨论可能造成的影响，并随时分享最新设计信息。
- 项目团队将推进初步计划。
- 更详细的Kenmore初步设计推出之后，我们将举办一个线上公众会议。
- 订阅我们的电子邮件，了解未来更新和参与机会。

Kenmore Stride S3 路线图。| 点击放大

Kenmore换乘停车场和TOD研讨会上的参与者。

显示未来的Kenmore换乘停车场和附近物业潜在TOD的概念图。| 点击放大

Lake Forest Park（*湖林公园市*）*最新进展*

*提议在***Lake Forest Park***的***Stride BRT***车站：*

- NE 153rd Street
- NE 165th Street
- Lake Forest Park镇中心

*将项目地点移至***SR 522***西侧：*

- 业主，更深入地了解了一些设计和住宅车道进出方面的困难，这促使我们对设计进行了相应的修改。
- 随着我们进入初步设计阶段，我们对Lake Forest Park可能受影响的物业车道和进出问题进行了分析。我们得出了如下结论：在NE 155th Street和41st Avenue NE以南半个街区之间加宽道路会对住宅车道造成严重影响。在有些情况下，居民将无法进出其住宅，导致机构可能需要完全收购多处房产。
- 为考察减少这些影响的替代方案，我们与WSDOT和Lake Forest Park进行了合作。通过这些交流，我们改进了**Lake Forest Park**的**NE 155th Street**和**41st Avenue NE**以南半个街区之间的设计。这些改进包括将部分道路加宽的地点移至**SR 522**的西侧， 以便更多业主能继续居住在现有住宅，从而减少对附近地区的影响。
- 我们已经联系了道路两侧的业主，讨论这些决策对其物业可能造成的影响。

Lake Forest Park Stride S3路线图。| 点击放大

请在我们的常见问题解答部分了解更多关于这项西侧改进措施。

Lake Forest Park*停车场：*

- 项目为在Lake Forest Park镇中心，毗邻市政厅的停车场开发了早期设计概念。

道路最新进展：

为减少物业影响，在可能的情况下，我们目前的设计重新安排了双向左转车道，以便在增设右转和公交车专用车道和人行道的同时占用最小的土地面积。这一举措在道路沿线的结果各有不同：

- NE 145th Street和NE 155th Street之间现有的中央分隔带将保持不变。
- 在NE 155th Street和41st Avenue NE之间，我们提议用加高的中央分隔带来取代现有的双向左转车道。此宽度在几个地方有所不同。
- 我们正在考虑在配有信号灯的路口（NE 153rd Street、39th Avenue NE和NE 165th Street ）的掉头问题，以便人们出入住宅和商家。为方便车辆掉头，在西移设计的范畴内，我们可能需要在这三个路口进一步加宽外车道。

接下来的步骤：

- 我们正在为Lake Forest Park的SR 522部分路段进行西移设计。
- 我们将继续与业主会面，讨论可能造成的影响，并随时分享最新设计信息。
- 项目团队将推进初步计划。
- 更详细的Lake Forest Park初步设计推出之后，我们将举办一个线上公众会议。
- 在继续设计工作和停车场施工方面，我们将考虑与第三方合作的机会。
- 订阅我们的电子邮件，了解未来更新和参与方式。

Shoreline（*岸线市*）和西雅图NE 145*最新进展*

Shoreline*和西雅图*NE 145*沿线的*Stride BRT*车站：*

- Shoreline South/145th Link轻轨车站
- 15th Avenue NE
- 30th Avenue NE

请在车站地点部分查看更多关于NE 145th Street沿线车站地点变化的信息。

*在*Shoreline NE 145*和*I-5*交汇处可能修建的环岛*

- Shoreline市正在与WSDOT、西雅图市、King County Metro（金郡公交部）和Sound Transit（海湾公共交通局）就NE 145th Street和I-5立交桥项目进行协调，以便修建两个环岛：一个位于南向I-5进出匝道的交汇处，另一个位于NE 145th Street和5th Avenue NE的交汇处。
- 立交桥中的环岛能改善前往未来Shoreline South/145th轻轨车站的车流，并缩短为增设右转和公交车专用车道而加宽NE 145th Street的路段长度。
- 市政府和Sound Transit为NE 145th Street沿线BRT改进措施签署了同意书，其中包括为环岛工程联合出资。

Shoreline/西雅图Stride S3路线图。| 点击放大

- 在市政府的项目网站上查看设计概念并了解更多信息。

接下来的步骤：

- 我们将继续与业主会面，讨论可能造成的影响，并随时分享最新设计信息。
- 项目团队将继续推进初步计划。
- NE 145th Street更详细的初步设计推出之后，我们将在今年晚些时间举办一个线上公众会议。
- 订阅我们的电子邮件，了解未来更新和参与方式。

Woodinville（伍丁维尔）公交车服务的最新进展

- Woodinville市议会和工作人员希望在Woodinville和East Link轻轨车站之间能有更好的连接，以便通勤者能够更迅速、更方便地前往Redmond（雷德蒙德）、西雅图和Bellevue（贝尔维尤）。为满足这一需求，我们提议新建一条ST Express路线，将Woodinville与大容量公交服务连接起来。
- 连接Woodinville的服务仍将是整个BRT项目的一部分。在董事会批准待建项目之前，Woodinville公交车服务计划并非正式。
- 在高峰时段，新ST Express线将行至Bothell的新SR 522/I-405中转枢纽，然后经由I-405快速收费通道前往Bellevue Transit Center（贝尔维尤公交中心），乘客可以从那里换车前往西雅图或Redmond。
- 在非高峰时段和周末，这条线路将通往Bothell的中转枢纽，乘客可以在那里换乘I-405 BRT或522 BRT，并可前往华盛顿大学博塞尔校区/卡斯卡迪亚社区大学。
- 本项服务计划将于SR 522/NE 145th Stride BRT服务开通时开始。
- 除了更便捷地连接Redmond、西雅图和Bellevue，这条新ST Express服务线还可能服务于Woodinville市中心更多的车站。在未来几年ST Express服务设计过程中，民众将有机会提供反馈意见。

Woodinville潜在的ST Express路线图。| 点击放大

乘客面临的公交服务变化

2021年 - North Link Connections Mobility（北部Link轻轨连接移动性）项目：

- 随着2021年Northgate（北门）Link轻轨列车的开通，King County Metro（金郡公交部）将改进公交路线，在金郡北部（包括SR 522和NE 145th Street沿线）推出新的移动性选择。Read about the details to their plan.
- 此计划旨在连接民众至Link轻轨服务，应对不断变化的交通运输需求，并帮助过去未得到充分服务的社区改善其移动性。
- 路线变化预计将于2021年9月生效。
- 目前服务于SR 522和NE 145沿线社区，可能受到影响的路线：
  - King County Metro 64、65、308、309、312、372号路线
  - Sound Transit 522号路线
- 根据目前的提议：
  - ST Express 522号路线和King County Metro 312号路线将继续服务于SR 522/Lake City Way，其终点站为Roosevelt Link轻轨车站。
  - King County Metro 309号路线将继续直接服务于South Lake Union（南联合湖）和First Hill（第一山）。
  - King County Metro 372号路线将继续往来于华盛顿大学博塞尔校

区/卡斯卡迪亚社区大学和华盛顿大学西雅图校区，并延伸至新的U District（大学区）Link轻轨车站。.

- 采纳了社区反馈意见的更新提案最早将于2020年8月31日公布以征询公众意见。
- 了解更多关于Sound Transit 潜在路线变更的信息。

2024/2025年 – 522 BRT预期将取代ST Express 522号路线。这将带来：

- 更优质的服务（全天和周末每10分钟一班，车外付费、所有车门皆可上车、公交信号优先）。
- 更可靠的服务（修建完善的BAT车道、避免I-5和西雅图市中心的交通堵塞有助于减少延误）。

环境审查

我们继续为SR 522/NE 145th Stride BRT项目进行环境审查工作。作为SEPA（《州环境政策法归》）规定的项目牵头机构，Sound Transit（海湾公共交通局）目前正在完成SEPA检查清单，以记录环境工作的结果。

项目团队成员进行环境分析实地工作。

了解更多环境审查信息 -

SEPA和SEPA检查清单是什么？

《州环境政策法归》（SEPA）的制定旨在为机构提供所需工具，帮助他们考察和减少提案对环境造成的影响。通过SEPA流程进行的环境影响分析旨在确保州和地方机构将环境价值纳入决策过程。作为SEPA流程中的一种方法，检查清单可以用来确定、分析和披露与政府和机构决策相关的环境影响。

如果您希望了解SEPA流程的详情，请查看 华盛顿州生态部的网站和 Sound Transit的SEPA规定。

SEPA检查清单完成后的下一步是什么？

完成项目评估和检查清单之后，Sound Transit将发布Threshold Determination（阈值决定），以记录该项目是否构成重大不利环境影响，以及是否能够减轻这些影响。SEPA检查清单将与Threshold Determination一同公布。一旦发布，民众能够对这些文件进行审查和评论，Threshold Determination还将包括向Sound Transit提交环境工作评论的截止日期。

在考虑是否将项目推进至设计阶段时，Sound Transit将考虑环境审查流程的结果，以及技术和经济信息（跳到项目的下一步了解更多关于项目阶段的信息。）

Sound Transit目前计划于2020年第四季度发布这些文件。点击以下的✚了解一些我们正在开展的环境工作。

SEPA交通运输分析 -

在项目早期规划阶段中，我们通过沿线交通分析来了解如何才能最有效地利用频繁可靠的BRT服务改善地区出行情况，同时最大程度减少对其他地区交通造成的影响。

在目前的环境工作中，我们将继续分析拟议项目在现有和未来交通水平的基础上对路口运行的影响。我们也在研究项目区域内其他机构公交车运营、公共停车场和非机动运输设施（道路、步道、人行道和自行车道）可能受到的影响。

SEPA噪音分析 -

我们正在分析道路沿线的音量将如何随项目运营而发生变化、其明显程度，以及项目施工可能造成的短期噪音和振动。

SEPA *视觉和美学分析*

我们正在考虑项目对视觉环境造成的潜在变化，以及这些变化将如何影响附近的视觉感受。评估将考虑一系列不同的观点和视角，包括司机、休闲者、员工和居民。这项工作考虑道路沿线所有指定的风景资源或景观，以及项目导致的光线或眩光可能造成的影响。

SEPA *生态系统和关键区域分析*

我们正在分析项目附近的湿地、溪流、地下水、洪泛区，以及构成危险的陡坡和滑坡等关键区域，以了解项目如何或是否会对其产生负面影响。我们正在考虑雨洪及其排放与流向，以及项目可能对其造成的影响。此外，我们还在评估现有植被和野生动植物栖息地的类型和质量，以及项目对动植物的潜在影响。

SEPA *土地/海岸线使用和房屋*

我们正在确定项目是否符合地区土地使用计划，是否会改变现有的土地使用方式，以及是否有任何部分位于州海岸线内。SEPA检查清单将披露房屋和其他结构物相对于项目所在地的位置，并将披露任何当前预期的房屋或其他结构物的收购/搬迁。

SEPA *检查清单中涉及的其他要素*

环境分析还将考虑项目施工和运营在以下方面的影响：

- 土地
- 空气
- 能源和天然资源
- 危险品/污染
- 娱乐
- 历史和文化保存
- 公共服务
- 公共事业

2020*年业主外联*

业主会议：

- 自2020年1月以来，项目团队开始根据早期概念设计与道路沿线可能受到项目影响的业主会面。
- 我们继续与可能受到影响的业主联系，提供会面的机会。

Sound Transit *董事会近期将采取的行动：*

点击放大

一名业主在Lake Forest Park的家中与一名项目团队成员会面。

物业收购的流程是怎样的？

查看这张图片 了解物业收购的步骤流程。

了解更多项目信息

什么是SR 522/NE 145th Stride BR项目？

- 自從基层联盟的努力，Stride BRT在SR522和NE 145th Street项目使北華盛頓湖社區的公共交通更進步。选民于2016年11月通过了Sound Transit 3（ST3）计划，其中包括了SR 522/NE 145th BRT项目。一旦投入使用，这条路线将被称为Stride S3路线。
- Stride S3路线将以快速、频繁和可靠的公交服务将北华盛顿湖的社区与地区公交系统连接起来。
- Stride S3路线将与King County Metro的路线共用车站，便于乘客在这条主干线上导航和换车。乘客还可以在Shoreline South/145th车站换乘Link轻轨，并在Bothell（博塞尔）换乘I-405 Stride S2和Community Transit（社区公交）。
- 本项目包括在Lake Forest Park（湖林公园市）、Kenmore（肯莫尔）和Bothell的额外停车设施。
- 除了S3路线以外，Sound Transit（海湾公共交通局）还将在Lynnwood（林伍德）与Bellevue（贝尔维尤）之间，以及Bellevue与Burien（布里恩）之间的I-405和SR 518沿线提供Stride BRT服务。更多关于I-405 Stride BRT的项目信息，请到访 soundtransit.org/i405brt。

社区推动的结果

- SR 522/NE 145th Stride BRT项目最初由522 Transit Now！联盟，以及来自Shoreline（岸线市）、Lake Forest Park（湖林公园市）、Kenmore（肯莫尔）、Bothell（博塞尔）和Woodinville（伍丁维尔）的地区当选官员和工作人员提议，是一个由当地社区推动发起的项目。
- 持续不断的社区推广帮助确保此项目被纳入ST3的投票中供选民考虑。
- ST3计划于2016年11月经选民通过，并获资修建更多轻轨和通勤铁路服务，这包括您所在社区的BRT服务。

收益

- 公交优先改进措施带来可靠的出行时间 - 右转和公交车专用车道、bus queue bypass lanes（公交车排队优先车道）和公交信号优先等

社区主导的522 Transit Now! 联盟成员于2016年参加一个Bothell、Kenmore、Lake Forest Park和Shoreline的联合市议会会议。

措施帮助BRT公交车以多种方法避免交通拥堵。

- 14个提议的Stride BRT车站将服务于Shoreline/西雅图、Lake Forest Park、Kenmore和Bothell，此外还有一条连接Woodinville、Bothell和Bellevue的新ST Express路线。
- 在Lake Forest Park、Kenmore和Bothell增设额外停车设施。II.
- Shoreline和Bothell之间全天候每10分钟一班车。
- 预期将在2040年达到8,000名乘客以上的日流量（周一至周五）。
- 服务将于2024/2025年开通

早期规划阶段改进

我们在2018和2019年根据技术分析和社区反馈意见对项目进行了一系列改进。改进内容包括：

- 车站地点。
- 优先BRT的道路改进措施，包括右转和公交车专用车道、bus queue bypasses（公交车排队优先车道）和公交信号优先。
- 在道路加宽的地方改进人行道。
- 与King County Metro、Community Transit（社区公交）、ST Express和I-405 Stride BRT之间的服务整合。
- 与I-405 Stride BRT连接并通达Woodinville（伍丁维尔）。
- 行人和自行车的出入（非机动车出入）。

我们在早期规划阶段听到的意见

以下是我们听到民众对拟议改进方案的主要反馈意见：

- 支持有效的地方公交连接和非机动出行方式的选择，以便无车人士也能轻松搭乘BRT。
- 支持公交优先改进措施，确保BRT的速度和可靠性。建议包括bus queue jumps（公交车排队优先车道）和公交信号优先。.
- 道路沿线的业主对加宽道路可能造成的影响有所顾虑。
- 支持在SR 522沿线修建安全的人行道和人行横道，包括考虑人行道设在何处才能得到最有效的利用。

早期规划阶段项目档案

第1阶段执行摘要

分享您的想法！ 💬

线上调查

请参加我们简短的调查，分享您对未来出行的展望、前往SR 522/NE 145h Stride BRT车站的计划，以及最希望了解的环境审查内容。

即将举行的线上公众会议

*随着更详细的初步设计方案在**2020-2021**年的推出，我们将举办线上公众会议。*

您有兴趣参加线上公众会议，了解您所在城市的设计方案、提问并分享看法吗？

- ◯ 是，我愿意注册订阅线上公众会议的更新电子邮件
- ◯ 否，我不想参加线上公众会议

您的未来通勤

*我们知道，因为**COVID-19**（新冠肺炎）的缘故，很多人现在都无法使用公交服务。**Sound Transit**（海湾公共交通局）提醒乘客仅在必需的时候出行、保持社交距离，并遵守其他重要健康指南，以确保社区的安全。*

***Stride BRT**服务于**2024/2025**年开通后，您预计多长时间会使用该服务一次？*

- ◯ 每天（每周5-7天）
- ◯ 每周（每周1-4天）
- ◯ 偶尔（每月1-4天）
- ◯ 很少（每年若干次）
- ◯ 绝对不会使用

*您预计将利用**Stride BRT**及其与其他公交服务之间的连接进行哪些类型的出行？请选择所有适宜选项。*

- ☐ 上班和/或上学的通勤
- ☐ 私人出行/办事
- ☐ 前往机场
- ☐ 前往西雅图市中心
- ☐ 休闲/娱乐类出行
- ☐ 其他

您预计将来会主要使用哪种公交方式？请选择所有适宜选项。

- ☐ King County Metro（金县公交部）公交车
- ☐ Sound Transit Sounder train（通勤火车）
- ☐ Community Transit（社区公交）公交车
- ☐ Bus Rapid Transit（快速公交车捷运系统）
- ☐ Sound Transit Express bus（特快公交车）
- ☐ 轮渡或水上出租车
- ☐ Sound Transit Link light rail（轻轨）
- ☐ 以上都不是

车站往来

*您预计主要会使用**Stride S3**路线上的哪个车站？请在上方「您所在城市的项目最新动态」部分查看车站地图。*

- ☐ Shoreline South / 145th Link轻轨车站
- ☐ 15th Avenue NE (Shoreline/Seattle)
- ☐ 30th Avenue NE (Shoreline/Seattle)
- ☐ NE 153rd Street (Lake Forest Park)
- ☐ NE 165th Street (Lake Forest Park)
- ☐ Lake Forest Park镇中心 (Lake Forest Park)
- ☐ 61st Avenue NE (Kenmore)
- ☐ 68th Avenue NE (Kenmore)
- ☐ Kenmore Park-and-Ride（换乘停车场）(Kenmore)
- ☐ 98th Avenue NE和NE 182nd Street (Bothell)
- ☐ NE 185th Street和104th Avenue NE (Bothell)
- ☐ Beardslee Boulevard和华盛顿大学博塞尔校区/卡斯卡迪亚社区大学 (Bothell)
- ☐ Beardslee Boulevard和NE 195th Street (Bothell)
- ☐ SR 522/I-405中转枢纽
- ☐ 我预计不会使用Stride S3路线

*您打算怎么前往**Stride BRT**车站？请选择所有适宜选项。*

- ☐ 骑自行车
- ☐ 步行
- ☐ 开车过去，把车停在车站
- ☐ 有人开车送我过去
- ☐ 使用Uber或Lyft等共乘服务
- ☐ 从其他公交路线换车

☐ 其他

*您预计在去**Stride BRT**车站时使用**park-and-ride**（换乘停车场）或其他停车场的频率会有多高？*

◯ 每天
◯ 一周中的大多数天
◯ 每周几天
◯ 一个月一次或更少
◯ 绝对不会使用

*您预计多长时间会步行或骑自行车前往**Stride BRT**车站一次？*

◯ 每天
◯ 一周中的大多数天
◯ 每周几天
◯ 一个月一次以下
◯ 绝对不会

妨碍您使用公交服务的最大障碍是什么？请选择所有适宜选项。

☐ 我在工作中需要使用私家车
☐ 我更喜欢开车
☐ 停车位不够
☐ 公交服务离得远
☐ 公交车费
☐ 设施欠缺，例如安全保险的自行车停车或储存设施
☐ 与COVID-19（新冠肺炎）相关的公共卫生顾虑
☐ 缺乏安全的步行或自行车路线
☐ 公交服务的时刻表与我的工作时间不相符
☐ 其他

环境审查

*我们将于**2020**年发布**SEPA**检查清单和**Threshold Determination**（阈值决定），以记录本项目是否预期构成重大不利环境影响，以及是否能够减轻这些影响。*

您想在这些文件公开接受公众审查时收到通知吗？

◯ 是，请加入我的电子邮件，以便我收到更新邮件
◯ 否

人口统计资料

您愿意为我们提供人口统计资料吗？

◯ 是
◯ 否

订阅

联系我们

我们将在未来几个月中继续为您提供更新。我们将通过项目网站、电子邮件列表和线上市民大会与您分享信息。注册加入我们的电子邮件联系名单，了解项目最新进展！

名字

姓氏

电子邮件地址

评论 *

提交

如何参与

点击放大

联系我们

Sound Transit社区外联
电话: 206-553-3412
电子邮件: brt@soundtransit.org
网址: soundtransit.org/SR522BRT

其他资源

我们的项目工作人员与King County Metro（金郡公交部）、Community Transit（社区公交）和WSDOT（华盛顿州交通部）的人员就他们在本地区的项目进行协调。如果您对他们的服务有任何评论，请通过以下链接与他们联系：

- King County Metro
- Community Transit
- WSDOT

一般问题？联系我们：

Sound Transit 社区外联
电话： 206-553-3412
电子邮件： brt@soundtransit.org
网址： soundtransit.org/SR522BRT

需要线上或现场协助？

无障碍查询：
电话： 1-800-201-4900，电传 711
电子邮件： main@soundtransit.org
周一至周五，早7时至晚7时

其他服务：

一般乘客查询：
电话： 1-888-889-6368，电传 711
Email: main@soundtransit.org
周一至周五，早7时至晚7时

致电或短信联系安保部门（每周7天，每天24小时）：
206-398-5268

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关注我们

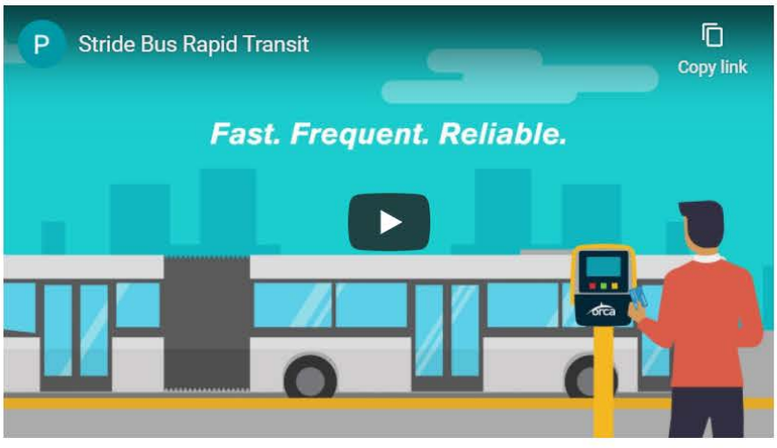
SR 522/NE 145th
Stride Autobús tránsito rápido

Bienvenido

Autobuses de tránsito rápido Stride llegará próximamente a la zona norte del lago Washington

¡Bienvenido a la plataforma de difusión en línea del proyecto de Autobuses de tránsito rápido Stride de la SR 522/NE 145th (BRT)!

En el siguiente video encontrará una breve introducción sobre BRT y la Línea Stride S3. Por favor, tenga en cuenta que la fecha prevista para cuando comenzará el servicio BRT es ahora 2024/2025. Calendario sujeto a cambios debido a los impactos económicos derivado de COVID-19 y el proceso en curso de realinamiento de Sound Transit.



¡Conozca las mejoras al transporte público que se llevarán a cabo cerca de usted! Visite nuestra sección de actualizaciones de diseño o haga clic en los temas a continuación:

- Ver ubicación de las estaciones
- Echar un vistazo al diseño de las estaciones
- Qué está pasando en Bothell
- Qué está pasando en Kenmore
- Qué está pasando en Lake Forest Park
- Qué está pasando en Shoreline/Seattle
- Qué está pasando en Woodinville
- Modificaciones en el servicio para los usuarios

Cómo usar este sitio:

- Haga clic en el botón ✚ para ver más información
- Haga clic en el texto con hipervínculo para abrir otras páginas o mostrar cuadros emergentes con información

¿Qué es la Línea Stride S3? -

La Línea Stride S3 o servicio Autobúses de tránsito rápido de la SR 522/NE 145th (BRT) conectará a las comunidades que se encuentran al norte del Lago Washington con el sistema de transporte público regional mediante

Impacto de COVID-19 en los proyectos de Sound Transit

- Sound Transit protege la salud y seguridad de la comunidad y de nuestra fuerza laboral al apegarse a las pautas establecidas por nuestros aliados en el Departamento de Salud Pública de Seattle y del condado de King, Departamento de Salud del estado de Washington y los Centros para el Control y la Prevención de Enfermedades con relación a COVID-19.
- El impacto económico derivado de esta pandemia afectará este proyecto y otros planes y cronogramas de expansión de Sound Transit. Obtenga más información acerca de cómo el Sound Transit Board evalúa los posibles impactos para el proyecto.
- Manténgase atento a nuestras actualizaciones para conocer más sobre la manera en que Sound Transit responde al COVID-19.

¡Manténgase al tanto!

Entérese de las novedades del proyecto y de oportunidades de participación ciudadana.

Correo electrónico

Suscribirme

un servicio rápido, frecuente y confiable. Los usuarios podrán trasbordar entre la Línea Stride S3 de SR 522/NE 145th BRT, la Línea Stride S2 de la I-405 Norte, el tren ligero (Link) y otros servicios de transporte proporcionados por Sound Transit, Community Transit y King County Metro.

Descubra más acerca de los antecedentes del proyecto.

¿Le interesa conocer los nuevos nombres de nuestras líneas? Descubra más acerca de los nuevos nombres e iconografía de nuestras líneas a partir de 2021.

Haga clic para ampliar la imagen

Últimas noticias

- Desde la primavera de 2019, hemos estado trabajando en el diseño conceptual y en el análisis ambiental. Eche un vistazo a las actualizaciones de diseño y cronograma.
- Seguimos avanzando en el diseño y esperamos que BRT empiece a brindar servicio en 2024/2025. Calendario sujeto a cambios debido a los impactos económicos derivado de COVID-19 y el proceso en curso de realinamiento de Sound Transit.
- En 2020, terminaremos el diseño conceptual y el análisis ambiental mediante el cumplimiento con la lista de verificación de la Ley Estatal de Política Ambiental (SEPA, por sus siglas en inglés) y continuaremos presentando más diseños preliminares más detallados.
- A finales de 2020, el Sound Transit Board elegirá el proyecto a construir para que este pueda avanzar a la etapa de diseño final y construcción.

Términos clave que utilizamos en este sitio

- **Diseño conceptual**: se refiere al nivel de 10 % del diseño que hemos estado desarrollado desde la primavera de 2019 conforme avanzábamos en la ingeniería conceptual y el análisis ambiental.
- **Diseño preliminar**: se refiere al nivel 30 % del diseño (más detallado). En este nivel se determina en gran medida la huella del proyecto. Tras tomar las decisiones clave en cuanto al diseño, continuaremos avanzando en el diseño preliminar a lo largo de 2020-2021.
- **Línea Stride S3**: A partir de 2021, comenzaremos a referirnos al servicio SR 522/NE 145th BRT como "Línea Stride S3". Conozca más sobre los cambios que se realizarán próximamente a los nombres e iconografía de nuestra líneas.

¡Próximas asambleas públicas virtuales!

- Organizaremos asambleas públicas virtuales en el transcurso de 2020–2021 conforme estén disponibles los diseños preliminares.
- Acompáñenos para descubrir más acerca del diseño en su ciudad, plantear preguntas y compartir su opinión.
- Suscríbase a nuestra lista de destinatarios de correo electrónico para recibir actualizaciones.

¡Comparta su opinión!

Haga clic a continuación o desplácese a la sección **Comparta su opinión** para hacernos saber:

- Sus preferencias de viaje
- Cómo planea acceder a las estaciones de Stride BRT

También puede decirnos si le gustaría recibir actualizaciones sobre los resultados del análisis ambiental.

Comparta su opinión

¿Cuáles son los siguientes pasos del proyecto?

Próximos hitos en materia de diseño y medioambiente:

En 2020, el equipo encargado al proyecto terminará la fase de Planeación al concluir la ingeniería conceptual y el análisis ambiental mediante el cumplimiento con la lista de verificación de la SEPA. Posteriormente, pedirá al Sound Transit Board que identifique el proyecto a construir, lo que podría permitir que el proyecto avance a las siguientes fases: diseño y construcción.

En la fase de diseño:

- Concluiremos el diseño de calzadas y aceras.
- Concluiremos el diseño de la estación y el arte público.
- Obtendremos los permisos de uso de suelo, ambientales y de construcción.
- Iniciaremos el proceso de adquisición de propiedades.

Calendario

Otoño 2020
Análisis ambiental concluido/Determinación de umbrales emitida (conozca más sobre del proceso del análisis ambiental)

Finales de 2020
El Sound Transit Board presenta el proyecto a construir

Otoño–invierno 2020/2021
Se concluye el diseño preliminar de calzadas, aceras y estaciones a lo largo del corredor

2021
Se continúa avanzando en el diseño de los estacionamientos cubiertos

La construcción de la mayor parte del proyecto de BRT está programada para iniciar a más tardar en 2023 y concluir en 2024/2025. Es posible que la construcción para algunos elementos comience antes de 2023 y para otros después de que arranque el servicio en 2024/2025. Calendario sujeto a cambios debido a los impactos económicos derivado de COVID-19 y el proceso en curso de realinamiento de Sound Transit.

¡Próximas asambleas públicas virtuales!

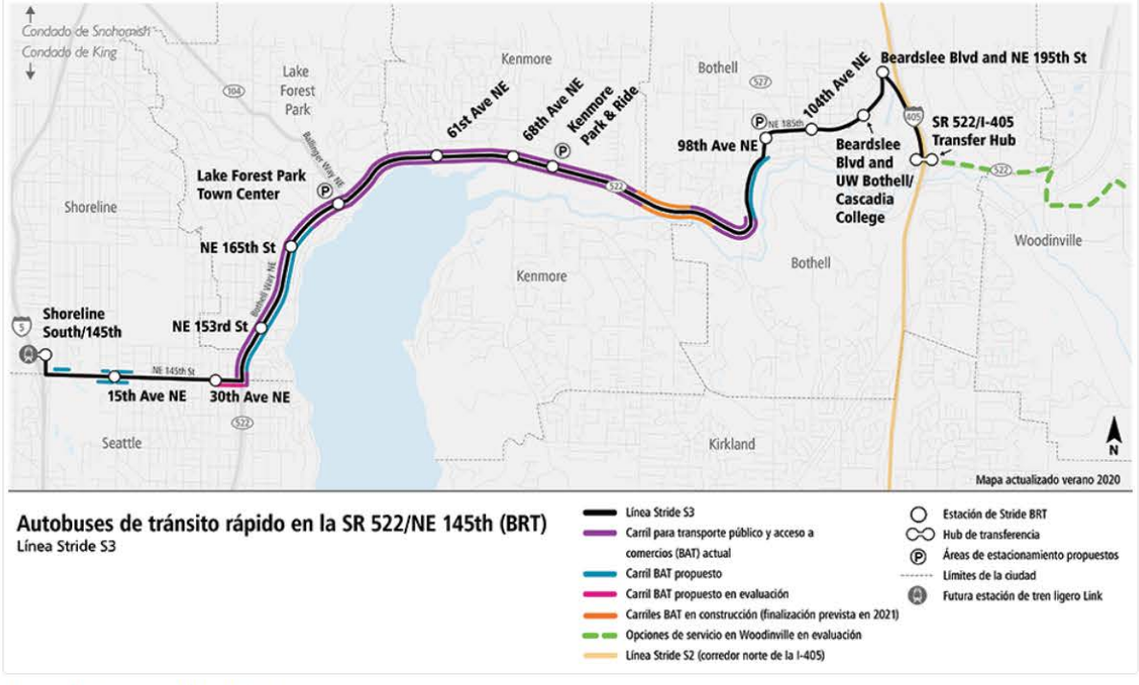
- Organizaremos asambleas públicas virtuales en el transcurso de 2020–2021 conforme estén disponibles los diseños preliminares.
- Esperamos que pueda acompañarnos para descubrir más acerca del diseño en su ciudad, plantear preguntas y compartir su opinión.
- Suscríbase a nuestra lista de destinatarios de correo electrónico para recibir actualizaciones.

Actualizaciones del proyecto en su ciudad

Novedades relacionadas con el diseño

Haga clic en las líneas con el botón ✚ a continuación para obtener información acerca de las actualizaciones del proyecto propuesto. Estas actualizaciones no se confirman hasta que el Sound Transit Board vote sobre el proyecto que se construirá para que avance a la siguiente fase a finales de 2020.

Ubicación de las estaciones



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Actualizaciones propuestas para la ubicación de las estaciones:

Desde la primavera de 2019, evaluamos tres estaciones que no estaban incluidas en el proyecto aprobado por los votantes. Los aspectos evaluados fueron: posible cantidad de usuarios, integración del transporte público con King County Metro, acceso para vehículos no motorizados y opiniones de la comunidad.

En función de estas evaluaciones, proponemos que, para favorecer el avance del proyecto que se construirá, el Sound Transit Board:

- No proceda con una estación de Stride BRT en 80th Avenue NE, en Kenmore.
    - Según nuestras evaluaciones, pocos apoyan la inclusión de esta estación BRT propuesta.
    - King County Metro continuará prestando servicio en esta parada de autobús.
- Incluya estaciones de Stride BRT en 61st Avenue NE, en Kenmore; y en NE 165th Street, en Lake Forest Park.
    - Descubrimos gran interés y apoyo para ubicar estaciones de Stride BRT en 61st Avenue NE en Kenmore, y en NE 165th Street en Lake Forest Park, a fin de brindar acceso al sistema de transporte público de gran capacidad de la región y favorecer la incorporación del servicio de King County Metro.

Asimismo, evaluamos dos estaciones que estaban incluidas en el proyecto representativo. Con base en nuestro análisis, proponemos que el Sound Transit Board:

- Retire la estación de Stride BRT en 25th Avenue NE, en Shoreline/Seattle.
    - La parada actual de King County Metro, en NE 145th Street/25th Avenue NE seguirá en funcionamiento con autobuses de King County Metro, con servicio a la futura estación Shoreline South. Gracias a que salen autobuses de King County Metro cada 10 minutos, este servicio conectará a los pasajeros al tren ligero con la misma frecuencia que lo hacen las estaciones de Stride.
    - Asimismo, proponemos omitir la ampliación de la calzada y las mejoras de la acera en esta intersección.
- Cambie la ubicación de la estación de Stride BRT que se encuentra en la intersección de NE 145th y SR 522 a 30th Avenue NE, sobre NE 145th Street.
    - Nuestros organismos asociados han expresado inquietudes en cuanto al entorno y acceso para peatones en la estación de Stride BRT propuesta en NE 145th y SR 522.
    - Cambiar la ubicación de la estación a 30th Avenue NE mejoraría el acceso peatonal y facilitaría la integración con el servicio de autobuses frecuente de King County Metro, que correrá a lo largo de NE 145th Street.

¿Cómo será el diseño de las paradas de autobús de Stride BRT?

Las estaciones de Stride BRT normalmente constarán de plataformas más largas (aceras ligeramente elevadas) para que dos autobuses puedan subir o bajar pasajeros a al mismo tiempo. Seguiremos actualizando el diseño preliminar de las paradas de autobús de Stride.

Modificaciones al diseño de las paradas de autobús:

- Una torre mejorada con el nombre de la parada iluminado.
- Una pantalla para mostrar información de llegadas y salidas del autobús en tiempo real.
- Estructura con toldo y rompevientos para brindar comodidad y seguridad a los usuarios
- La incorporación del diseño representativo de olas de Stride en colores oro, verde azulado y gris claro.

STRIDE

El nombre de Sound Transit BRT, Stride, se integrará al diseño del sistema BRT.

- Espacio para exhibir arte público.

Eche un vistazo a las siguientes imágenes del concepto para tener idea de cómo lucirán las estaciones.

Imagen del concepto de una estación de Stride BRT sobre SR 522/NE 145th Street. | Haga clic para ampliar la imagen

Opción de configuración para la estación de Stride BRT | Haga clic para ampliar la imagen

Actualizaciones en Bothell

Estaciones de Stride BRT en Bothell:

- 98th Avenue NE y NE 182nd Street
- NE 185th Street y 104th Avenue NE
- UW Bothell/Cascadia College-Beardslee Boulevard
- Beardslee Blvd y NE 195th Street
- Estación de transbordo (Transfer Hub) en SR 522/I-405

Mejoras de etapa 3 dirigidas por la ciudad a SR 522:

En 2019 iniciaron las obras de mejoras de "Etapa 3" a SR 522. En alianza con la ciudad, Sound Transit financiará las obras para realizar mejoras de Etapa 3 que incluyen:

- Agregar carriles BAT entre Kenmore y Wayne Curve/96th Avenue NE.
- Agregar aceras del lado norte de SR 522; esto, relacionado con la ampliación de la calzada.

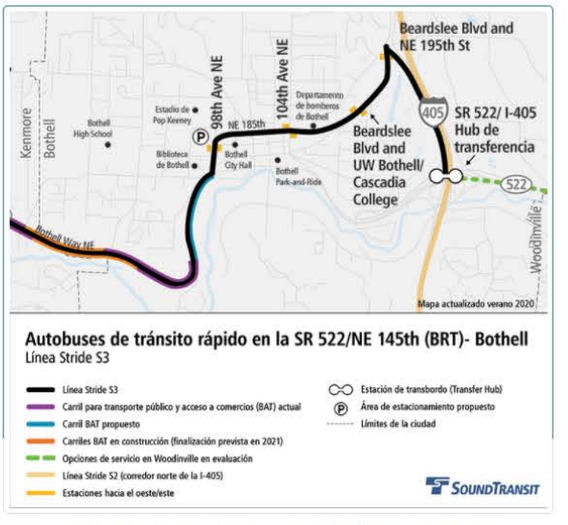
Otras mejoras a SR 522 en Bothell:

Proponemos las siguientes actualizaciones de diseño entre 96th Avenue NE y 98th Avenue NE:

- Agregar aceras del lado oeste de SR 522; esto, relacionado con la ampliación de la calzada.
- Conservar el carril actual bidireccional para girar a la izquierda en la medida de lo posible.

Actualizaciones de diseño en la zona del centro (downtown) de Bothell:

Proponemos las siguientes actualizaciones:



Mapa de la Línea Stride S3 en Bothell. | Haga clic para ampliar la imagen

Imagen del concepto de la estación en SR 522/I-405 en Bothell. | Haga clic para ampliar la imagen

- Stride BRT debe recorrer las calles 98th Avenue NE, NE 185th Street, Beardslee Boulevard y NE 195th Street hacia Transit Hub (central de transporte público) SR 522/I-405. Esto mejorará el flujo del tránsito vehicular al crecimiento en la zona centro de Bothell.
- Ubicar estaciones en Beardslee, cerca de UW Bothell/Cascadia College y en SR 522/I-405 Transit Hub a fin de mantener el acceso a la universidad y a I-405 Stride BRT al mismo tiempo que se mejora la confiabilidad del servicio.
- Hacer las mejoras pertinentes a la intersección y calzada en materia de seguridad, operación y facilidad de acceso a lo largo de NE 185th Street para aumentar la velocidad y mejorar la confiabilidad de BRT.
- Ubicar el futuro lote park-and-ride (estacionamiento disuasorio) en el Lot P South, con capacidad para 300 vehículos. Se había considerado ubicarlo en el Estadio de Pop Keeney, pero es preferible en Lot P South a fin de reducir el impacto a los inmuebles.

Siguientes pasos:

- El equipo asignado al proyecto está finalizando el diseño conceptual para Bothell.
- Una vez concluido y acordado con la ciudad, nos pondremos en contacto con los dueños de propiedades que podrían verse afectados para compartir el diseño y ofrecer asambleas para hablar de propiedades específicos. Tenemos previsto enviar los comunicados en el verano de 2020.
- El equipo asignado al proyecto seguirá colaborando con la ciudad para ubicar el lote park-and-ride.
- Tras tomar las decisiones fundamentales, el equipo presentará en el diseño preliminar. Una vez que estos diseños estén disponibles para Bothell, compartiremos estas actualizaciones con el público en general. Prevemos que esto será a principios de 2021.
- Suscríbase a nuestra lista de destinatarios de correo electrónico para recibir actualizaciones y conocer oportunidades para participar.

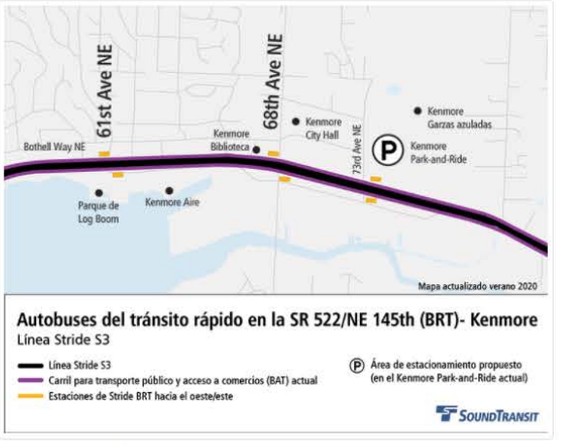
Actualizaciones en Kenmore

Estaciones de Stride BRT propuestas en Kenmore:

- 61st Avenue NE
- 68th Avenue NE
- Kenmore Park-and-Ride

Estacionamiento cubierto Kenmore Park-and-Ride y desarrollo orientado al transporte público:

El proyecto BRT aprobado por los votantes incluía un nuevo estacionamiento cubierto, con capacidad para 300 vehículos en el lote park-and-ride actual en Kenmore. Sound Transit inició un proceso temprano de planeación para abordar el tema del nuevo



Mapa de la Línea Stride S3 en Kenmore. | Haga clic para ampliar la imagen estacionamiento, así como los objetivos de la ciudad de Kenmore y King County Metro para justificar otros desarrollos orientados al transporte público (TOD, por sus siglas en inglés) en esta ubicación En 2019, Sound Transit impartió tres talleres de diseño a los que asistió un equipo de partes interesadas, tales como dueños de inmuebles cercanos, la ciudad de Kenmore, y organismos asociados para:

- Identificar una ubicación para el estacionamiento cubierto en el lote de Kenmore Park-and-Ride que concuerde con los intereses de King County Metro y la ciudad para avanzar el TOD en este lugar en el futuro.
- Colaborar en un proceso de evaluación y visión para crear los mejores resultados de desarrollo futuro potenciales para el lote de Kenmore Park-and-Ride y los propiedades aledaños.

Plan de gestión del hábitat de la colonia de grajos para garzas:

- Como parte de los talleres, el equipo investigó la manera en que el proyecto podría afectar a las garzas azuladas en la colonia de grajos para garzas al norte del lote de Kenmore Park-and-Ride.
- Para perturbar lo menos posible a las garzas, el Departamento de Pesca y Vida Silvestre de Washington y la ciudad de Kenmore recomiendan evitar cualquier aumento en los niveles de actividad cerca de la colonia de grajos.
- Al concluir el diseño, se elaborará un Plan de gestión del hábitat para determinar las medidas que se tomarán para proteger la colonia.
- Dichas medidas específicas se incluirán en los planes de diseño del proyecto y en los requisitos para la construcción.

Siguientes pasos:

- Continuamos analizando la factibilidad del proyecto y trabajamos con nuestros socios para proteger su interés en futuros TOD en esta zona. Concluiremos el informe de los talleres y el estudio de factibilidad del TOD en el verano de 2020. En 2021, pondremos el plan a consideración del público para que lo analicen y expresen su opinión.
- Continuaremos reuniéndonos con los dueños de propiedades para hablar sobre posibles impactos y compartir información a medida que contemos con ella.
- El equipo encargado del proyecto presentará el diseño preliminar.
- Organizaremos una asamblea pública virtual más adelante este año a medida que vayamos obteniendo diseños preliminares más detallados para Kenmore.
- Suscríbase a nuestra lista de destinatarios de correo electrónico para recibir actualizaciones y conocer oportunidades para participar.

Participantes en un taller acerca del estacionamiento cubierto de Kenmore Park-and-Ride y TOD.

Imagen del concepto del futuro estacionamiento cubierto en Kenmore park-and-ride y posible TOD en los propiedades aledaños. | Haga clic para ampliar la imagen

Actualizaciones en Lake Forest Park

Estaciones de Stride BRT propuestas en Lake Forest Park:

- NE 153rd Street
- NE 165th Street
- Lake Forest Park Town Center

Cambiar nuestra huella al lado oeste de SR 522:

- La participación temprana nos permitió visitar a los dueños de propiedades posiblemente afectados en el emplazamiento y comprender algunos de los desafíos en cuanto a diseño y acceso a las entradas de autos, por lo cual hicimos algunas modificaciones pertinentes.
- A medida que avanzamos al diseño preliminar, analizamos las entradas de autos y el acceso a propiedades que podrían resultar afectados en Lake Forest Park. Determinamos que realizar una ampliación hacia el lado este de la vía entre NE 155th Street y media cuadra al sur de 41st Avenue NE afectaba considerablemente las entradas de autos. En algunos casos, los residentes no podrán tener acceso a sus casas, lo cual requeriría la adquisición total de diversos propiedades.
- Colaboramos con WSDOT (Departamento de Transporte del Estado de Washington) y la ciudad de Lake Forest Park para analizar alternativas que pudieran reducir este impacto. A partir de nuestras conversaciones, **perfeccionamos el diseño entre NE 155th Street y una media cuadra al sur de 41st Avenue NE en Lake Forest Park. Lo anterior incluye mover la ampliación de una parte de calzada al lado oeste de SR 522 a fin de permitir que más dueños de las propiedades puedan permanecer en sus inmuebles y reducir la modificación general en el vecindario.**
- Nos pusimos en contacto con los dueños de las propiedades en ambos lados de la calzada para hablar sobre lo que esto significa en cuanto a posibles impactos en sus inmuebles.

Descubra más acerca de los ajustes que hicimos para el lado oeste en nuestra sección de preguntas frecuentes.

Estacionamiento cubierto en Lake Forest Park:

- El proyecto desarrolló un concepto de diseño inicial para un estacionamiento cubierto en Lake Forest Park Town Center, contiguo a City Hall.

Actualización en las calzadas:

Con la intención de reducir el impacto a los propiedades, nuestro diseño actual reconfigura el carril bidireccional para girar a la izquierda a fin de poder agregar un carril BAT y acera, al mismo tiempo que disminuimos considerablemente la huella del proyecto. Esta estrategia tiene diversos resultados a lo largo del corredor:

- Entre NE 145th Street y NE 155th Street, no hay modificaciones a la mediana actual.
- Entre NE 155th Street y 41st Avenue NE, proponemos remplazar el carril bidireccional para girar a la izquierda con una mediana elevada. El ancho de la misma varía en diferentes lugares.
- Estamos considerando vueltas en U en las

Mapa de la Línea Stride S3 en Lake Forest Park. | Haga clic para ampliar la imagen intersecciones señalizadas en NE 153rd Street, 39th Avenue NE y NE 165th Street para permitir que la gente tenga acceso a las casas y negocios. Para poder incluir las vueltas en U, es posible que se deba ampliar un poco más el carril externo en estos tres cruces, dentro del contexto del diseño trasladado al oeste.

Siguientes pasos:

- Estamos diseñado el traslado hacia el oeste a lo largo de una parte de SR 522 en Lake Forest Park.
- Continuaremos reuniéndonos con los dueños de propiedades para hablar sobre posibles impactos y compartir información a medida que contemos con ella.
- El equipo encargado del proyecto presentará el diseño preliminar.
- Organizaremos una asamblea pública virtual más adelante este año a medida que vayamos obteniendo diseños preliminares más detallados para Lake Forest Park.
- Consideraremos oportunidades para aliarnos con terceros para ver otros aspectos de diseño y construcción del estacionamiento cubierto.
- Suscríbase a nuestra lista de destinatarios de correo electrónico para recibir actualizaciones y conocer oportunidades para participar.

Actualizaciones para NE 145th en Shoreline y Seattle

Estaciones Stride BRT a lo largo de NE 145th en Shoreline y Seattle:

- Estación de tren ligero Link Shoreline South/145th
- 15th Avenue NE
- 30th Avenue NE

Consulte la sección Ubicación de las estaciones para obtener más información acerca de los cambios en las ubicaciones de estaciones a lo largo de NE 145th Street.

Mapa de la Línea Stride S3 en Shoreline/Seattle. | Haga clic para ampliar la imagen

Posibles glorietas en la ciudad de Shoreline en NE 145th en la I-5 en Shoreline

- La ciudad de Shoreline está trabajando en el proyecto de la intersección en NE 145th Street y la I-5, en coordinación con WSDOT, la ciudad de Seattle, King County Metro y Sound Transit, para construir dos glorietas: una en la intersección de la rampa de entrada y salida de la I-5 hacia el sur, y otra en la intersección de NE 145th Street y 5th Avenue NE.
- Estas glorietas mejorarán el flujo vial hacia y desde la futura estación de tren ligero Shoreline South/145th y reducirá la ampliación en NE 145th Street para el carril BAT.
- La ciudad y Sound Transit firmaron una carta de mutuo acuerdo sobre las mejoras de BRT a lo largo de NE 145th Street, que incluye el financiamiento conjunto de las glorietas.
- Vea el concepto del diseño y obtenga más información en el sitio web del proyecto de la ciudad.

Siguientes pasos:

- Continuaremos reuniéndonos con los dueños de propiedades para hablar sobre posibles impactos y compartir información a medida que contemos con ella.
- El equipo encargado del proyecto continuará avanzando en el diseño preliminar.
- Organizaremos una asamblea pública virtual más adelante este año a medida que vayamos obteniendo diseños preliminares más detallados para NE 145th Street.
- Suscríbase a nuestra lista de destinatarios de correo electrónico para recibir actualizaciones y conocer oportunidades para participar.

Actualizaciones en el servicio de autobús de Woodinville

- Estamos al tanto del interés del concejo municipal de la ciudad de Woodinville City Council y de su personal por contar con un servicio que conecte mejor a las personas que viajan entre su casa y el trabajo o escuela con el tren ligero East Link para mejorar y facilitar las conexiones a Redmond, Seattle and Bellevue. Para satisfacer esta necesidad, proponemos conectar Woodinville con transporte público de alta capacidad a través de una nueva ruta de ST Express.
- Este servicio a Woodinville seguiría siendo parte del proyecto general de BRT, y el plan de servicios de autobuses de Woodinville no será oficial hasta que el Board apruebe el proyecto que se construirá.
- Durante las horas pico, la nueva ruta de ST Express prestaría servicio a la nueva Transfer Hub en SR 522/I-405 en Bothell antes de tomar los carriles de peaje exprés de la I-405 hacia Bellevue Transit Center, donde los usuarios pueden conectar con el tren ligero a Seattle o Redmond.
- Fuera de las horas pico y en fines de semana, esta ruta prestaría servicio en la Transfer Hub de Bothell, donde los usuarios pueden conectar con I-405 BRT o 522 BRT, así como a UW Bothell/Cascadia College.
- Se prevé que el servicio inicie cuando SR 522/NE 145th Stride BRT arranque servicio.
- Además de proporcionar mejores conexiones a Redmond, Seattle y Bellevue, este nuevo servicio de ST Express ofrece la posibilidad de hacer otras paradas en la zona centro de Woodinville. Brindaremos oportunidades para que el público exprese su opinión a medida que la ruta de ST Express se desarrolle en el transcurso de los siguientes años.

Mapa de la posible ruta de ST Express en Woodinville. | Haga clic para ampliar la imagen

Modificaciones en el servicio para los usuarios

2021 - Proyecto de movilidad de las conexiones de North Link:

- Con la apertura del tren ligero Northgate Link en 2021, King County Metro modificará las rutas de los autobuses e introducirá nuevas opciones de movilidad en el norte del condado de King y a lo largo de SR 522 y NE 145th Street. Conozca los detalles del plan.

- Con este proyecto se pretende conectar a las personas al tren ligero Link, satisfacer las cambiantes necesidades de transporte y mejorar la movilidad de las poblaciones históricamente desatendidas.
- Se tiene previsto que los cambios en las rutas entren en vigor en septiembre de 2021.
- Las rutas que actualmente atienden a las comunidades a lo largo de SR 522 y NE 145th Street que posiblemente se verán afectadas son:
  - King County Metro: rutas 64, 65, 308, 309, 312, 372
  - Ruta 522 de Sound Transit
- De acuerdo con la propuesta actual:
  - La ruta 522 de ST Express y la ruta 312 de King County Metro seguirían atendiendo SR 522/Lake City Way, con destino a la estación Roosevelt de Link.
  - La ruta 309 de King County Metro seguiría atendiendo directamente South Lake Union y First Hill.
  - La ruta 372 de King County Metro seguiría viajando entre UW Bothell/Cascadia College y UW Seattle, y se extendería a la nueva estación U District de Link.
- A partir del 31 de agosto de 2020, se abrirá una propuesta actualizada que incorporará retroalimentación de la comunidad para recibir comentarios públicos.
- Obtenga más información acerca de los posibles cambios en las rutas de Sound Transit.

2024/2025 – Se planea que 522 BRT reemplace la ruta 522 de ST Express. Los beneficios que esto ofrece:

- Mejor servicio (frecuencia de cada 10 minutos durante todo el día y fines de semana, pasaje pre-pago, abordaje por todas las puertas, y prioridad de autobús en señales de tránsito).
- Más confiabilidad (menos demoras gracias a los carriles BAT, y se evitan congestionamientos en la I-5 y en la zona centro de Seattle).

Análisis ambiental

Seguiremos realizando estudios de impacto ambiental del proyecto SR 522/NE 145th Stride BRT. De conformidad con la SEPA, Sound Transit es la agencia responsable de este proyecto y llenará la lista de verificación correspondiente para documentar las conclusiones del estudio de impacto ambiental.

Miembro del equipo encargado del proyecto haciendo trabajo de campo para el análisis ambiental.

Descubra más información sobre el análisis ambiental

¿Qué es la SEPA y la lista de verificación de la SEPA?

La Ley Estatal de Política Ambiental (SEPA, por sus siglas en inglés) se creó para brindar a las agencias las herramientas necesarias para considerar y mitigar el impacto ambiental de cada propuesta. El propósito del análisis ambiental mediante un proceso en virtud de la SEPA es garantizar que las agencias estatales y locales tengan en cuenta los valores ambientales al momento de tomar decisiones. Llenar una lista de verificación es uno de los métodos utilizados durante el proceso de la SEPA para identificar, analizar y divulgar el impacto ambiental relacionado con las decisiones que toma el gobierno y las agencias.

Si está interesado en conocer más detalles cobre la manera en que la SEPA procesa las obras públicas, eche un vistazo al sitio web del Departamento de Ecología de Washington y al Reglamento SEPA de Sound Transit.

¿Qué sucede tras cumplir con la lista de verificación de la SEPA?

Después de evaluar el proyecto y cumplir con la lista de verificación, Sound Transit publicará una Determinación de umbrales que documentará si se espera que el proyecto tenga impactos adversos considerables, y si es posible mitigarlos. La lista de verificación de la SEPA se publicará junto con la Determinación de umbrales. Dichos documentos estarán a disposición para revisión y comentarios del público después de haberse emitido, y la Determinación de umbrales incluirá la fecha límite en la que Sound Transit recibirá comentarios sobre el estudio de impacto ambiental.

Para decidir si el proyecto debe continuar a la fase de Diseño, el Sound Transit Board considerará los resultados del análisis ambiental, junto con información técnica y económica. (Pase a la sección Cuáles son los siguientes pasos del proyecto para conocer información pertinente.)

Hasta ahora, Sound Transit espera publicar estos documentos en el último trimestre de 2020. Haga clic en el siguiente ✚ para obtener más información acerca de algunos de nuestros estudios de impacto ambiental en curso.

Análisis del transporte conforme a la SEPA -

Al desarrollar el proyecto durante la fase inicial de planeación, analizamos el tránsito del corredor para comprender cuál era la manera adecuada de incorporar las mejoras en las calzadas de la zona, a fin de ofrecer un servicio BRT frecuente y confiable.

A través del estudio ambiental actual, continuaremos analizando los efectos del proyecto propuesto en el funcionamiento de la intersección, tomando como referencia los niveles de tránsito actuales y futuros. Asimismo, analizaremos el posible impacto en la operación de otras agencias, estacionamientos públicos e instalaciones para transporte no motorizado (veredas, senderos, acercas y ciclovías) en la zona que abarca el proyecto.

Análisis de ruido conforme a la SEPA -

Estamos analizando cómo cambiarían los niveles de ruido a lo largo del corredor al poner en marcha el proyecto, y cuán perceptible podría ser, así como el impacto a corto plazo que implican tanto el ruido como las vibraciones propias de la construcción del proyecto.

Análisis de aspectos visuales y estéticos conforme a la SEPA -

Estamos considerando los posibles cambios que implicaría el proyecto en el aspecto visual del entorno y la manera en que esos cambios podrían afectar la calidad visual del panorama de los alrededores. La evaluación considera diversas opiniones y perspectivas, tales como las de los automovilistas, los amantes de las actividades al aire libre, empleados y residentes. Las obras toman en cuenta todos los recursos designados para embellecer el paisaje o las vistas a lo largo del corredor, así como el posible impacto de la luz o reflejos derivados de las obras durante horario nocturno.

Análisis de ecosistemas y áreas críticas conforme a la SEPA -

Estamos analizando los humedales, arroyos, agua subterránea, llanuras aluviales y áreas críticas, tales como cuestas empinadas y peligros de derrumbes cerca del proyecto para entender si el este causaría afectaciones y de qué manera. Estamos considerando el agua pluvial, cómo y hacia dónde fluye, y de qué manera afectaría el proyecto en este aspecto. También estamos evaluando el tipo y la calidad de la vegetación y el hábitat de los animales silvestres y el posible impacto en plantas y animales.

Uso de suelo/costa y vivienda conforme a la SEPA

Estamos analizando si el proyecto sería congruente con los planes locales del uso de suelo, si cambiaría los usos de suelo actuales y si alguno de los componentes se ubicaría en una costa del estado. La lista de verificación de la SEPA revelará las ubicaciones de viviendas y otras estructuras con relación a la ubicación del proyecto y revelará la compra o reubicación anticipada actualmente de las mismas.

Otros elementos que se abordan en la lista de verificación de la SEPA

El análisis ambiental también considerará la construcción del proyecto y el impacto operativo en relación con lo siguiente:

- Tierra
- Aire
- Energía y recursos naturales
- Materiales peligrosos y contaminación
- Actividades recreativas
- Conservación histórica y cultural
- Empresas de servicios públicos (transporte, salud, etc.)
- Servicios públicos (gas, electricidad, agua)

Participación de los dueños de inmuebles 2020

Asambleas de dueños de propiedades:

- Desde enero de 2020, el equipo encargado del proyecto se ha reunido con los dueños de propiedades que podrían verse afectados por el proyecto, de acuerdo con los diseños conceptuales iniciales.
- Seguimos comunicándonos con dueños de propiedades que podrían resultar afectadas para reunirnos con ellos.

Reunión del propietario del inmueble que se muestra —en Lake Forest Park — con un miembro del equipo encargado del proyecto.

Próxima acción de Sound Transit Board:

Haga clic para ampliar la imagen

Vea esta imagen para conocer los pasos del proceso de adquisición de inmuebles.

Descubra más acerca del proyecto

¿Qué es el proyecto SR 522/NE 145th Stride BRT?

- El proyecto Stride BRT en SR 522 y NE 145th Street es el resultado de una coalición comunitaria que abogó por un mejor servicio de transporte público para las comunidades al norte del Lago Washington. En noviembre de 2016, los votantes aprobaron el plan Sound Transit 3 (ST3), que incluía el proyecto SR 522/NE 145th BRT. Una vez puesta en marcha, la ruta se conocerá como la Línea Stride S3.
- La Línea Stride S3 conectará a las comunidades que se encuentran al norte del Lago Washington con el sistema de transporte público regional, con el cuál obtendrá un servicio rápido, frecuente y confiable.
- Las estaciones de la línea Stride S3 se compartirán con las rutas de King County Metro, lo cual ayudará a los usuarios desplazarse y hacer transbordos con facilidad a lo largo de este concurrido corredor. Asimismo, los usuarios podrán conectar con el tren ligero Link en la estación Shoreline South/145th, y con la Línea Stride S2 de la I-405 y las rutas de Community Transit en Bothell.
- El proyecto incluye más áreas de estacionamiento en Lake Forest Park, Kenmore y Bothell.
- Además de la Línea S3, Sound Transit también implementará Stride BRT a lo largo de la I-405 y SR 518 de Lynnwood a Bellevue y de Bellevue a Burien. Para obtener más información acerca del proyecto I-405 Stride BRT, visite soundtransit.org/i405brt.

Miembros de 522 Transit Now!, una coalición impulsada por la comunidad asisten a una asamblea conjunta de los concejos municipales de Bothell, Kenmore, Lake Forest Park y Shoreline en 2016.

Una iniciativa impulsada por la comunidad

- Tras una iniciativa local impulsada por la comunidad, la coalición 522 Transit Now! propuso por primera vez el proyecto SR 522/NE 145th Stride BRT. Esta coalición y las personas de la localidad eligieron funcionarios y personal de Shoreline, Lake Forest Park, Kenmore, Bothell y Woodinville.
- La propugnación continua por parte de la comunidad ayudó a garantizar que el proyecto se incluyera en la votación de ST3.
- En noviembre de 2016, los votantes aprobaron el plan ST3 y se financió para construir rutas de tren ligero y suburbano, incluyendo el servicio BRT en su comunidad.

Ventajas

- Tiempos de recorrido confiables, al utilizar las mejoras de prioridad viales —tales como los carriles BAT, carriles exclusivos y prioridad de autobús— que proporcionan a los autobuses de BRT varias maneras de evitar los congestionamientos.
- Catorce estaciones de Stride BRT propuestas para atender a Shoreline/Seattle, Lake Forest Park, Kenmore y Bothell, así como una nueva ruta de ST Express que conecta a Woodinville con Bothell y Bellevue.
- Estacionamiento adicional en Lake Forest Park, Kenmore y Bothell.
- Servicio cada 10 minutos durante todo el día entre Shoreline y Bothell.
- Más de 8,000 usuarios entre semana previstos para 2040.
- Inicia servicio en 2024/2025.

Mejoras a la fase de planeación inicial

En 2018 y 2019, realizamos varias mejoras para este proyecto, con base en nuestro análisis técnico y retroalimentación por parte de la comunidad. Mejoras incluidas:

- Ubicación de las estaciones.
- Mejoras en las calzadas para favorecer la prioridad de BRT, tales como carriles BAT, carriles exclusivos y prioridad de autobús en señales de tránsito.
- Mejoras en las aceras donde se ampliará la calzada.
- Integración del servicio con King County Metro, Community Transit, ST Express y I-405 Stride BRT.
- Conexión a I-405 Stride BRT y a Woodinville.
- Acceso para peatones y ciclistas (acceso para vehículos no motorizados).

De qué nos enteramos en la fase de planeación inicial

Tras recibir respuesta a las mejoras propuestas, los temas que sobresalieron por parte del público en general fueron los siguientes:

- Apoyo para contar con conexiones de transporte local eficaces y opciones para modos de transporte no motorizados a fin de facilitar el acceso a BRT a quienes no cuentan con un vehículo.
- Apoyo para las mejoras en materia de prioridad de autobús para garantizar la velocidad y confiabilidad de BRT. Entre las sugerencias: carriles exclusivos y prioridad de autobús en señales de tránsito.
- Inquietud por parte de los dueños de propiedades a lo largo del corredor sobre del impacto que causará la ampliación de la calzada.
- Apoyo para pasarelas y cruces peatonales seguros a lo largo de SR 522, tomando en cuenta dónde se aprovecharían mejor las aceras.

Archivo de la fase de planeación inicial del proyecto

Resumen ejecutivo de la fase 1

Comparta su opinión! 💬

Encuesta en línea

Responda a nuestra breve encuesta para hacernos saber cómo prevé transportarse en el futuro, cómo piensa acceder a las estaciones Stride BRT de SR 522/NE 145h y qué es lo que más le interesa saber acerca del análisis ambiental.

Próximas asambleas públicas virtuales

Organizaremos asambleas públicas virtuales en el transcurso de 2020-2021 conforme estén disponibles diseños preliminares más detallados.

¿Le interesa participar en las asambleas públicas virtuales para obtener más información acerca del diseño en su ciudad, plantear preguntas y compartir su opinión?

- ◯ Sí, deseo recibir correos electrónicos con actualizaciones sobre las asambleas públicas virtuales.
- ◯ No, no me interesa participar en las asambleas públicas virtuales.

Su futuro recorrido

Entendemos que, por la pandemia de COVID-19, muchas personas no pueden usar el transporte público actualmente. Sound Transit recuerda a los usuarios que deben limitar sus salidas y practicar el distanciamiento social y otras importantes pautas sanitarias para proteger a la comunidad.

¿Con cuánta frecuencia prevé que usará Stride BRT una vez que inicie el servicio en 2024/2025?

- ◯ Todos los días (5-7 días a la semana)
- ◯ Cada semana (1-4 días a la semana)
- ◯ De vez en cuando (1-4 días al mes)
- ◯ Casi nunca (pocas veces al año)
- ◯ Nunca

¿Qué tipo de recorridos planea hacer en Stride BRT y sus conexiones a otros servicios de transporte público? Marque todas las opciones que correspondan.

- ☐ Traslado al trabajo o escuela
- ☐ Asuntos personales
- ☐ Traslados al aeropuerto
- ☐ Traslados a la zona centro de Seattle
- ☐ Traslado a zonas de actividades recreativas y de entretenimiento
- ☐ Otro

¿Qué medios de transporte público prevé que usará más en el futuro? Marque todas las respuestas que correspondan.

- ☐ Sound Transit bús Exprés
- ☐ Sound Transit tren de Sounder
- ☐ Sound Transit Autobús tránsito rápido
- ☐ King County Metro autobús
- ☐ Sound Transit tren ligero (Link)
- ☐ Ninguno de las anteriores
- ☐ Ferry o taxi acuático
- ☐ Community Transit autobús

Acceso a las estaciones

¿Cuáles estaciones de la Línea Stride S3 prevé que usará más? Visite la sección "Actualizaciones del proyecto en su ciudad", arriba, para ver mapas de las estaciones.

- ☐ Shoreline South/145th Link Light Rail Station
- ☐ 15th Avenue NE (Shoreline/Seattle)
- ☐ 30th Avenue NE (Shoreline/Seattle)
- ☐ NE 153rd Street (Lake Forest Park)
- ☐ NE 165th Street (Lake Forest Park)
- ☐ Lake Forest Park Town Center (Lake Forest Park)
- ☐ 61st Avenue NE (Kenmore)
- ☐ 68th Avenue NE (Kenmore)
- ☐ Kenmore Park-and-Ride (Kenmore)
- ☐ 98th Avenue NE y NE 182nd Street (Bothell)
- ☐ NE 185th Street y 104th Avenue NE (Bothell)
- ☐ Beardslee Boulevard y UW Bothell/Cascadia College (Bothell)
- ☐ Beardslee Boulevard y NE 195th Street (Bothell)
- ☐ SR 522/I-405 Estación de transbordo (Transfer Hub)
- ☐ No creo que vaya a utilizar la Línea Stride S3

¿Cómo piensa llegar a las estaciones de Stride BRT? Marque todas las respuestas que correspondan.

- [ ] Bicicleta
- [ ] A pie
- [ ] En auto y haciendo uso de estacionamiento
- [ ] Alguien me llevará
- [ ] Servicios de transporte compartido, como Uber o Lyft
- [ ] Transbordo de otro transporte público
- [ ] Otro

¿Con qué frecuencia prevé usar un lote park-and-ride o estacionamiento cubierto para llegar a una estación de Stride BRT?

- ◯ Todos los días
- ◯ Casi todos los días de la semana
- ◯ Algunos días a la semana
- ◯ Una vez al mes o menos
- ◯ Nunca

¿Con qué frecuencia prevé llegar a pie o en bicicleta a una estación de Stride BRT?

- ◯ Todos los días
- ◯ Casi todos los días de la semana
- ◯ Algunos días a la semana
- ◯ Una vez al mes o menos
- ◯ Nunca

¿Cuáles son los mayores obstáculos que le impiden usar transporte público? Marque todas las respuestas que correspondan.

- [ ] Necesito mi propio vehículo para trabajar
- [ ] Falta de estacionamiento
- [ ] Distancia hacia o desde el transporte público
- [ ] Falta de servicios, como un estacionamiento o lugar seguro y protegido para bicicletas
- [ ] Los horarios del transporte no coinciden con mis horas de trabajo
- [ ] Prefiero conducir
- [ ] Preocupaciones de salud pública relacionadas con COVID-19
- [ ] Falta de acceso a una ruta segura para peatones o ciclistas
- [ ] Costo de los pasajes
- [ ] Otro

Análisis ambiental

En 2020, publicaremos la Lista de verificación de la SEPA y la Determinación de umbrales que documentará si se espera que el proyecto tenga impactos adversos considerables y si es posible mitigarlos.

¿Le interesa recibir una notificación cuando estos documentos estén disponibles para revisión pública?

- ◯ Sí, deseo recibir actualizaciones por correo electrónico.
- ◯ No

Perfil demográfico

¿Estaría dispuesto a proporcionar información demográfica?

- ◯ Sí
- ◯ No

Enviar

Contacto

Seguirá recibiendo noticias nuestras durante los próximos veces. Compartiremos información a través del sitio web del proyecto, email listserv y asambleas municipales virtuales. Suscríbase a nuestra lista de destinatarios de correo electrónico para mantenerse al tanto del proyecto.

Nombre

Nombre

Apellido

Apellido

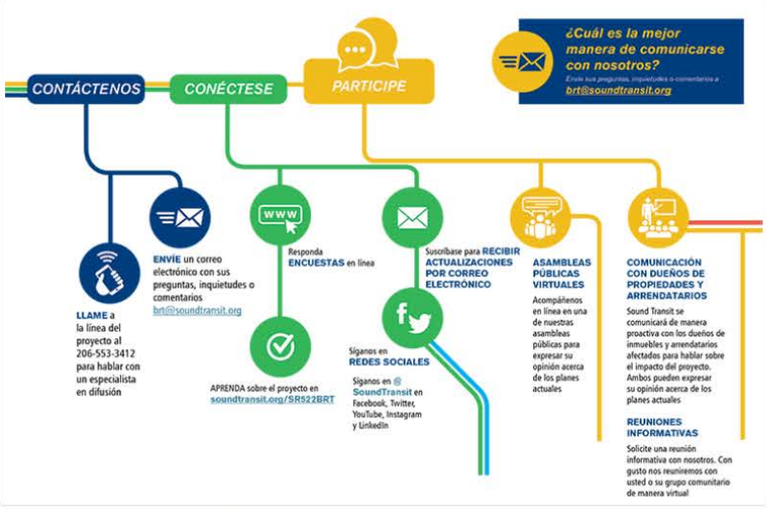
Correo electrónico

Correo electrónico

Comentario*

Enviar

Cómo participar



Haga clic para ampliar la imagen

Contacto

Sound Transit Community Outreach
Teléfono: 206-553-3412
Correo electrónico: brt@soundtransit.org
Web: soundtransit.org/SR522BRT

Otros recursos

El personal de nuestro proyecto se está coordinando con el personal de King County Metro, Community Transit y el WSDOT para sus proyectos en la zona. Si tiene comentarios acerca de sus servicios, comuníquese con ellos mediante los siguiente enlaces:

- King County Metro
- Community Transit
- WSDOT

Correo electrónico: brt@soundtransit.org
Web: soundtransit.org/SR522BRT

¿Necesita ayuda en línea o en persona?

Dudas sobre accesibilidad:
Teléfono: 1-800-201-4900, servicio de retransmisión TTY 711
Correo electrónico: main@soundtransit.org
Lunes - viernes, 7 a. m. a 7 p. m.

Otros servicios:

Consultas generales de los usuarios:
Teléfono: 1-888-889-6368, servicio de retransmisión TTY 711
Correo electrónico: main@soundtransit.org
Lunes - viernes, 7 a. m. a 7 p. m.

Llame o envié un mensaje de texto con la palabra Security 24/7 al 206-398-5268

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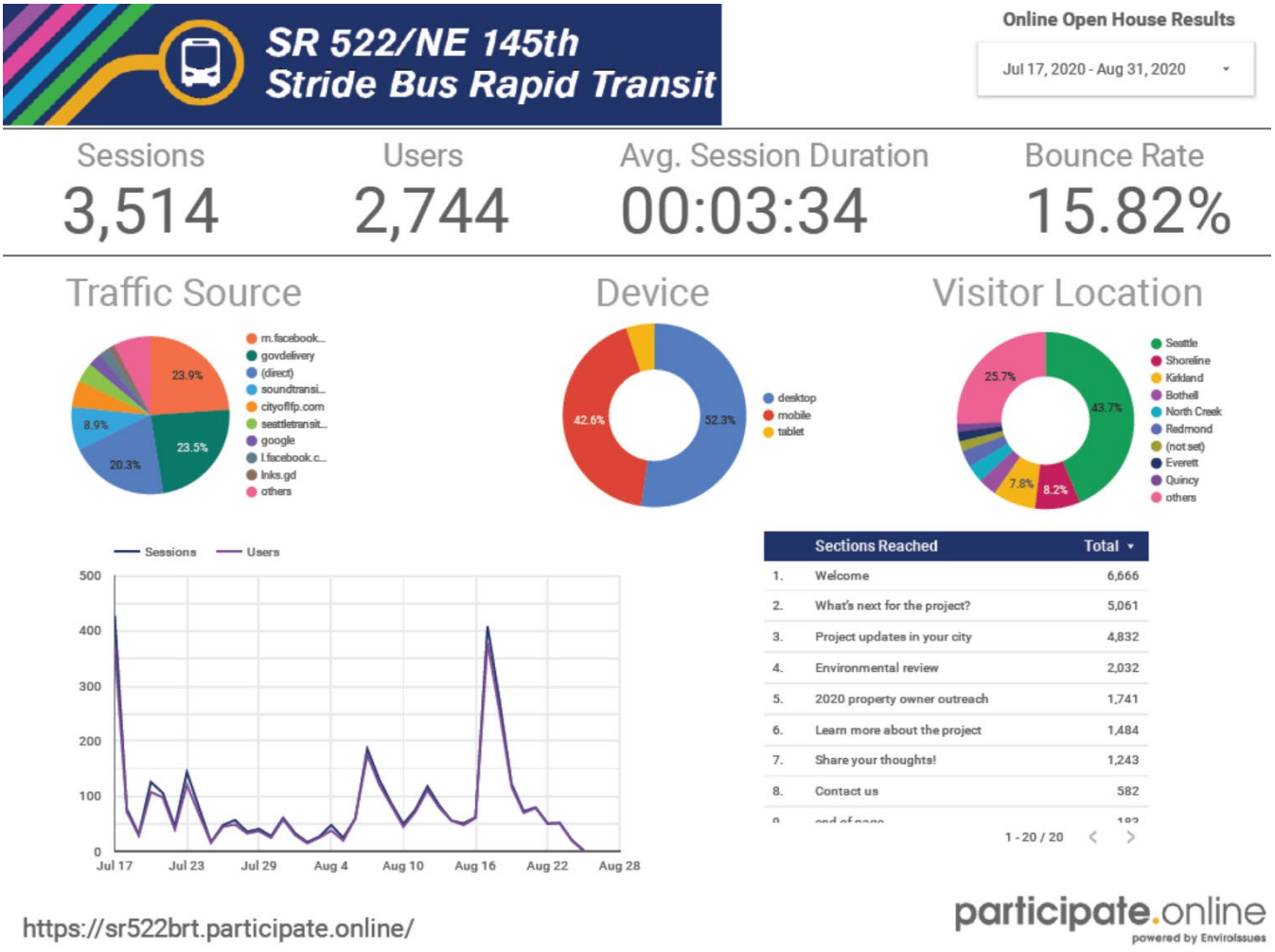
Síganos

APPENDIX H

Online open house analytics

The following screenshots shows the analytics of the online open house (in English, Simplified Chinese and Spanish), including the total number of visits to the online open house, the number of unique visitors, the traffic sources of the visits and the average time spent on each page of the online open house.

English:



Online Open House Results

Jul 17, 2020 - Aug 31, 2020

Sessions	Users	Bounce Rate
3,514	2,744	15.8%

Top 5 Traffic Referrers

	Source	Sessions ▾	Total Ev...
1.	m.facebook.com	837	6,401
2.	soundtransit.org	312	4,297
3.	cityoflfp.com	190	2,170
4.	seattletransitblog.com	141	2,126
5.	l.facebook.com	75	842
6.	lnks.gd	48	338
7.	facebook.com	39	290

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	Page	Pageviews ▾
1.	sr522brt.participate.online/	4,070
2.	sr522brt.participate.online/?submit=form	49
3.	sr522brt.participate.online/?submit=signup	46

1 - 100 / 140

Top 5 Traffic Sources / Mediums

	Source / Medium	Sessions ▾
1.	m.facebook.com / referral	837
2.	govdelivery / email	824
3.	(direct) / (none)	713
4.	soundtransit.org / referral	312
5.	cityoflfp.com / referral	190
6.	seattletransitblog.com / referral	141
7.	google / organic	96

1 - 44 / 44

sr522brt.participate.online

participate.online
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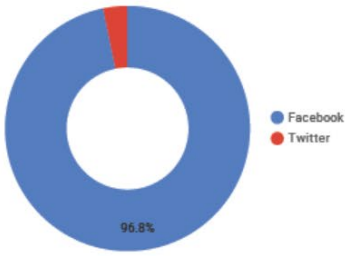
SR 522/NE 145th Stride Bus Rapid Transit

Online Open House Results

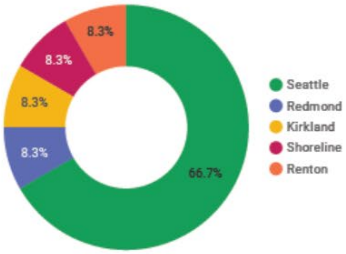
Jul 17, 2020 - Aug 31, 2020

Sessions	Users	Social Referrals
3,514	2,744	987

Top Referral Platforms



Top Sharing Cities



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Glossary

Online Open House Results

Jul 17, 2020 - Aug 31, 2020

Term	Definition	Indicators
Session / Sessions / Traffic	Visits to the website. A grouping of sessions may also be referred to as "Traffic".	▲ More sessions mean people are interested in learning more about the topic based on the intro they saw elsewhere. ▼ Fewer sessions mean people are less interested.
User / Users	An individual person who visits the website. Some users are tracked across devices (ex: someone visits the site from both their desktop and smartphone) thanks to cookies AKA tracking codes. Some are not.	▲ More users mean people are interested in learning more about the topic based on the intro they saw elsewhere. ▼ Fewer users mean people are less interested.
Responses	The number of survey responses.	▲ More people are completing the survey(s). ▼ Fewer people are completing the survey(s).
Shares	The number of times the website has been shared via the website's sharing buttons. People can share the website via Facebook, Twitter, Pinterest, Google+, LinkedIn, Tumblr, Gmail, email, and printing the web page.	▲ More people are sharing the website. ▼ Fewer people are sharing the website.
Traffic Sources - Direct, Referral, and Organic	There are three basic types of traffic acquisition: direct, referral, and organic. Direct traffic starts by someone typing in the website URL into their browser. Referral traffic starts on another website and someone follows a link to our website. (This is listed as the referring website URL in our report.) Organic traffic starts by someone using a search engine to find our website. This may be reported as the search engine name rather than "Organic".	-
% of Engaged Readers	In our reports, this refers to the percentage of people who visit at least three pages.	▲ More people are visiting at least three pages. ▼ Fewer people are visiting at least three pages.
Bounce Rate / Bounces	The rate at which people visit one page of the website and then leave without looking at any other pages. A 'bounce' is one instance. Calculated as (Bounces ÷ Sessions = Bounce Rate).	▲ More people are looking at one page of the website and leaving without reading more. ▼ Fewer people are exploring the website and reading more than one page.

sr522brt.participate.online

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Simplified Chinese:

Online Open House Results

Jul 22, 2020 - Aug 31, 2020

Sessions	Users	Bounce Rate
54	64	42.6%

Top 5 Traffic Referrers

	Source	Sessions ▾	Total Ev...
1.	baidu.com	11	0
2.	m.facebook.com	1	11
3.	localhost:23903	1	25
4.	seattletransitblog.com	1	23
5.	soundtransit.org	1	49
6.	shorelineareanews.com	0	3

1 - 6 / 6

	Page	Pageviews ▾
1.	sr522brt-chi.participate.online/	150
2.	sr522brt-chi.participate.online/?submit=form	3
3.	sr522brt-chi.participate.online/?submit=signup	2

1 - 4 / 4

Top 5 Traffic Sources / Mediums

	Source / Medium	Sessions ▾
1.	Seattle Chinese Times / Ad	12
2.	baidu.com / referral	11
3.	(direct) / (none)	9
4.	google / organic	8
5.	tbiefyvifel / email	5
6.	Shoreline Area News / Ad	2
7.	govdelivery / email	2

1 - 11 / 11

sr522brt-chi.participate.online

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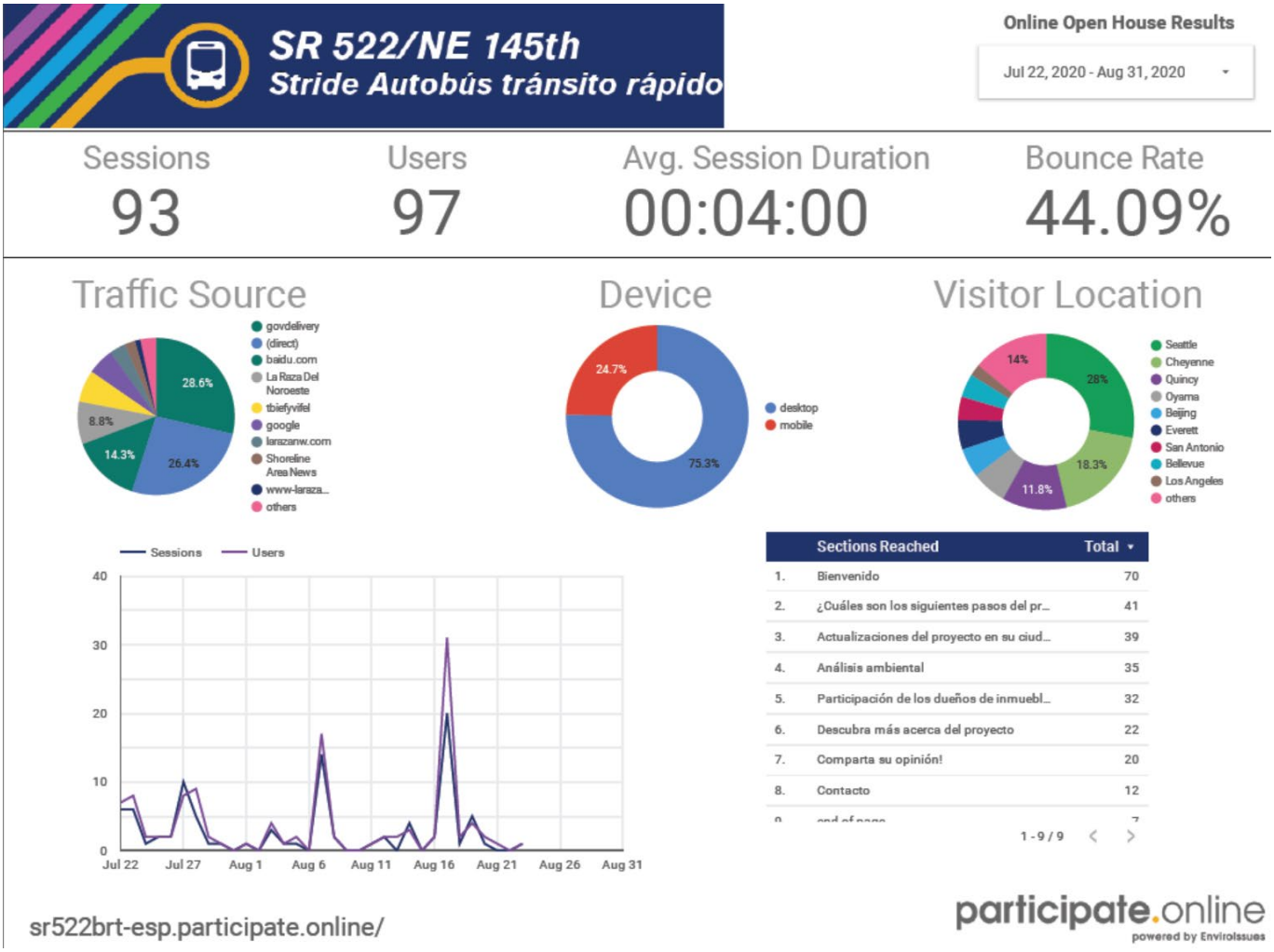
SR 522/NE 145th
Stride 快速公交车捷运系统
Online Open House Results
Jul 22, 2020 - Aug 31, 2020
Sessions
54
Users
64
Social Referrals
1
Top Referral Platforms
100%
Facebook
Top Sharing Cities
No data
sr522brt-chi.participate.online
participate.online
powered by EnviroIssues

Spanish:


SR 522/NE 145th
Stride Autobús tránsito rápido
Online Open House Results
Jul 22, 2020 - Aug 31, 2020
Sessions
93
Users
97
Avg. Session Duration
00:04:00
Bounce Rate
44.09%
Traffic Source
Device
Visitor Location
Sessions
Users
Sections Reached
Total
1. Bienvenido 70
2. ¿Cuáles son los siguientes pasos del pr... 41
3. Actualizaciones del proyecto en su ciud... 39
4. Análisis ambiental 35
5. Participación de los dueños de inmuebl... 32
6. Descubra más acerca del proyecto 22
7. Comparta su opinión! 20
8. Contacto 12
1 - 9 / 9
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Online Open House Results

Jul 22, 2020 - Aug 31, 2020

Sessions	Users	Bounce Rate
93	97	44.1%

Top 5 Traffic Referrers

	Source	Sessions ▾	Total Ev...
1.	baidu.com	13	0
2.	larazanw.com	3	0
3.	seattletransitblog.com	1	0
4.	securepubads.g.doubleclick....	1	0
5.	m.facebook.com	1	0
6.	www-larazanw-com.cdn.am...	1	0
7.	localhost:23903	0	49

1 - 7 / 7

	Page	Pageviews ▾
1.	sr522brt-esp.participate.online/	182
2.	sr522brt-esp.participate.online/?fbclid=IwAR2nIUMp0l2H-...	1
3.	sr522brt-esp.participate.online/?submit=form	1

1 - 4 / 4

Top 5 Traffic Sources / Mediums

	Source / Medium	Sessions ▾
1.	govdelivery / email	26
2.	(direct) / (none)	24
3.	baidu.com / referral	13
4.	La Raza Del Noroeste / Ad	8
5.	tbiefyvifel / email	6
6.	google / organic	5
7.	larazanw.com / referral	3

1 - 12 / 12

sr522brt-esp.participate.online/

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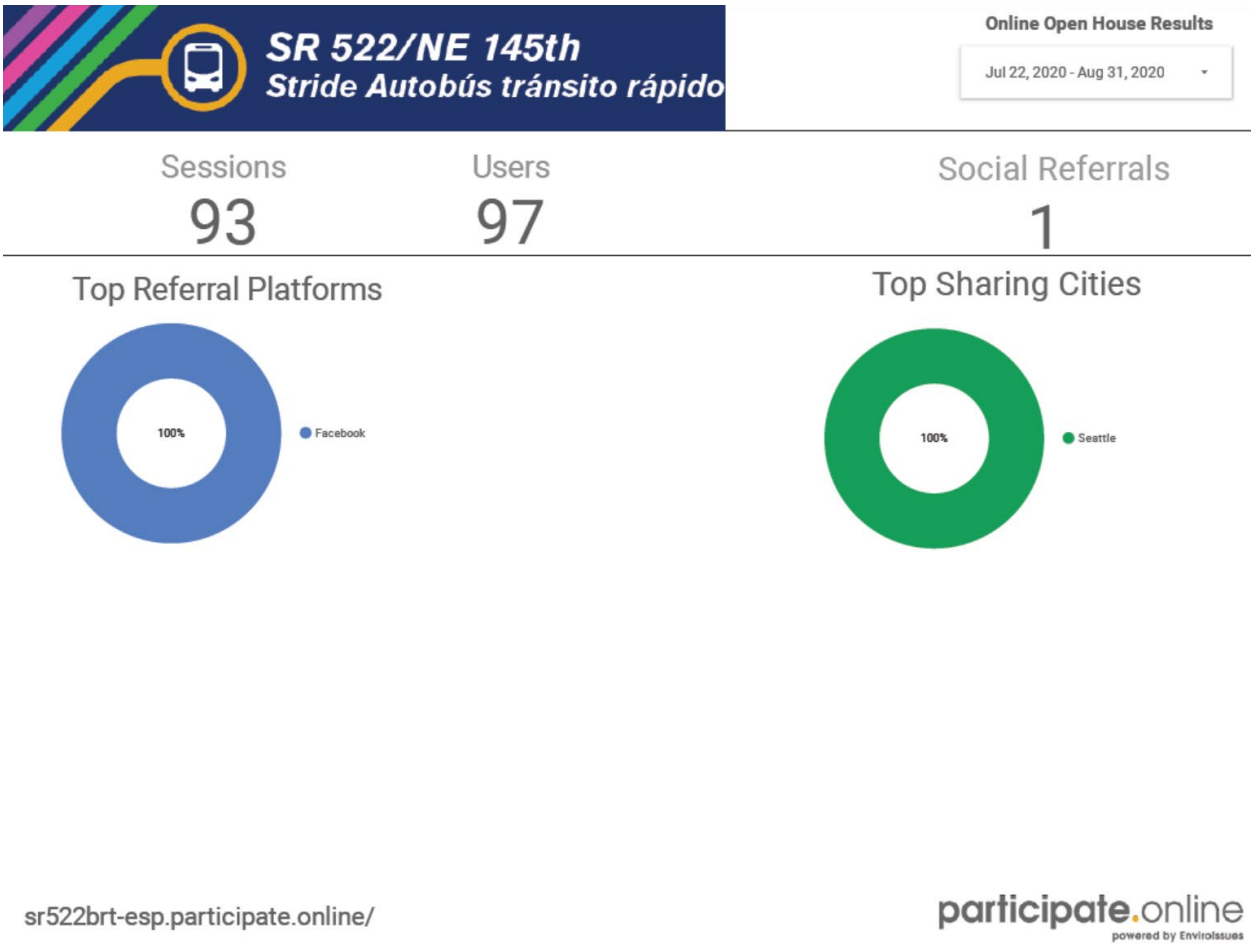
SR 522/NE 145th
Stride Autobús tránsito rápido
Online Open House Results
Jul 22, 2020 - Aug 31, 2020
Sessions
93
Users
97
Social Referrals
1
Top Referral Platforms
100%
Facebook
Top Sharing Cities
100%
Seattle
sr522brt-esp.participate.online/
participate.online
powered by EnviroIssues

APPENDIX I

Online open house demographics survey

Visitors to the online open house were asked to answer demographics questions in an option section of the survey. The results are summarized below. A total of 115 people gave demographic information (113 respondents to the English survey, and two respondents to the Chinese survey). See tables and graphs below for responses to each demographic question.

Table I-1 Age information provided by demographics survey respondents

What is your age?	
25-34	24
35-49	30
50-64	34
65 or older	26
Undefined	1
Total responses	115

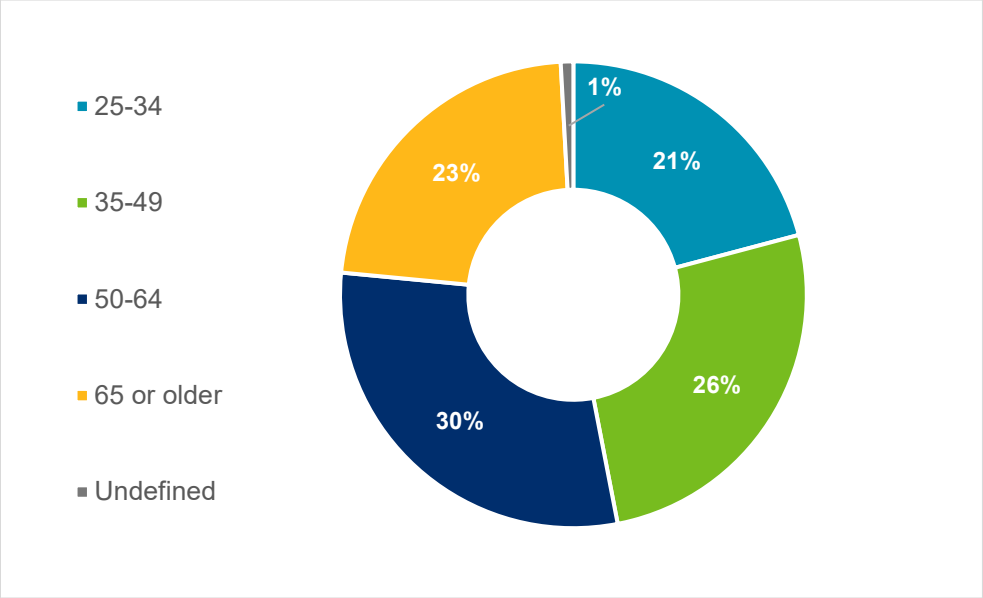

Figure I-1 Age information provided by demographics survey respondents

Table I-2 Gender information provided by demographics survey respondents

What is your gender identity?	
Female	57
Male	54
Non-Binary	1
Prefer to self-describe	1
Total responses	113

Table I-3 Demographics survey respondents who identify as Hispanic or Latinx

Do you identify yourself as Hispanic or Latinx?	
Yes	4
No	111
Total responses	115

Table I-4 Race or ethnicity information provided by demographics survey respondents

Do you identify yourself as: (check all that apply)	
American Indian or Alaskan Native	2
Asian or Asian-American	12
Black or African American	6
Caucasian/White	96
Two or more races	6
Other	3
Total responses	125*

** The total number of responses for this question is greater than the total number of survey participants who provided demographic information (N=115) because respondents could select more than one race/ethnicity.*

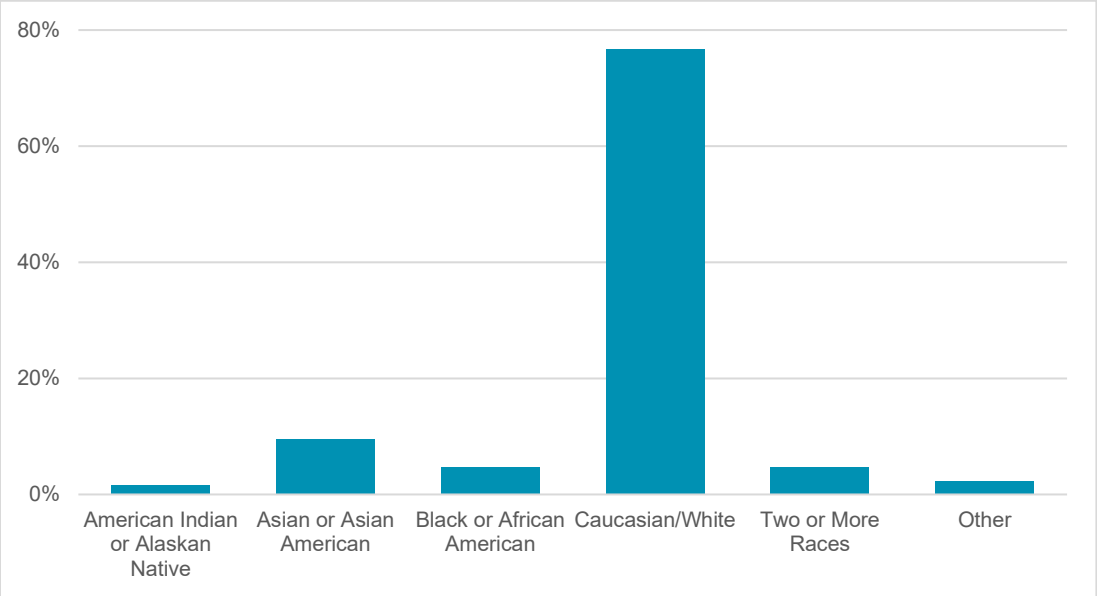

Figure I-2 Race or ethnicity information provided by demographics survey respondents

Table I-5 Language information provided by demographics survey respondents

What languages are regularly spoken in your home?	
English	113
Spanish	3
Cantonese	2
Mandarin	1
Russian	2
Korean	1
Tagalog	1
French	1
Japanese	1
Bengali/Hindi	1
Total responses	126

** The total number of responses for this question is greater than the total number of survey participants who provided demographic information (N=115) because respondents could select more than one language.*

Table I-6 English proficiency information provided by demographics survey respondents

If you speak a language other than English, how well do you speak English?	
Very well	35
Well	4
Less than well	5
Not at all	9
Total responses	53

Table I-7 Demographics survey respondents who consider themselves to have a disability

Do you consider yourself to have a disability?	
No, I do not consider myself to have a disability	98
Yes	16
Total responses	114

Table I-8 Accessible transit feature usage provided by demographics survey respondents

Which accessible transit features do you use? Check all that apply.	
Automated stop announcements	1
Priority seating	2
Bus lowering/kneeling feature	4
None	7
All of the above	2
Total responses	16

Table I-9 Household occupant information provided by demographics survey respondents

How many people are in your household (including yourself?)	
1 (I live alone)	23
2	48
3	18
4	19
5	6
Total responses	114

Table I-10 Total household annual earnings of demographics survey respondents

What is your household's total annual earnings?	
Under $12,000	2
$12-000-$15,999	2
$16,000-$19,999	1
$20,000-$$23,999	1
$33,000-$41,999	3
$42,000-$49,999	4
$50,000-$57,999	5
$58,000-$65,999	6
$66,000-$74,999	6
$75,000-$99,999	8
$100,000 or more	48
I prefer not to say	26
Total responses	112

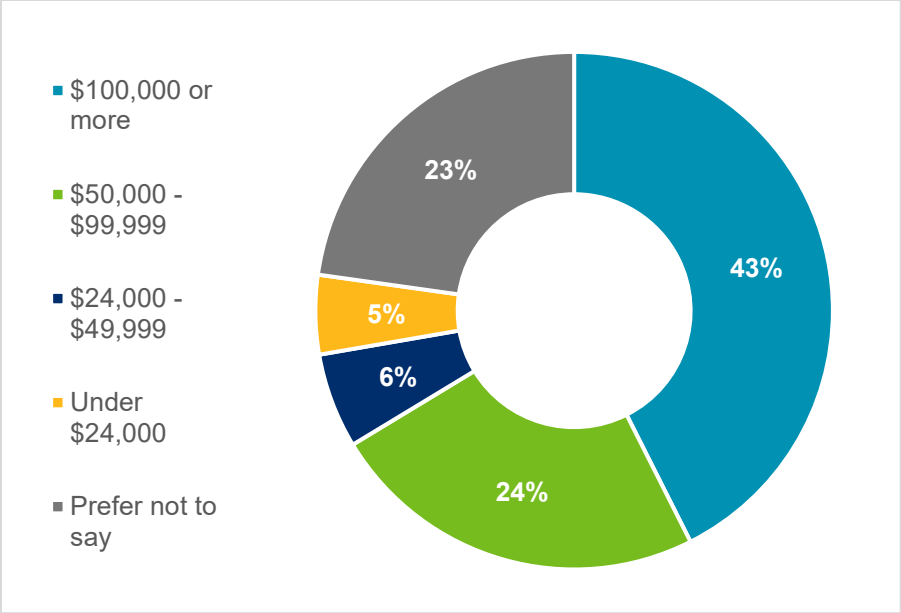

Figure I-3 Annual household earnings of demographics survey respondents

APPENDIX J

Public comments and emails

The following pages are a report of all online open house public comments received via online comment form or email between July 17 and Aug. 23, 2020.

	Date received	Comment	Jurisdiction/s comment relates to
1.	7/17/2020	Hello, I thought he BAT lane behind my home was running the length of 145th, the very short BAT lane from about 9th ave to 6th makes very little sense to me and think its a waste of money especially with the roundabout coming which should alievate any traffic that the buses might have to deal with now, which i dont think is very much anyway and this would have a huge impact to my property. I dont want this.	Shoreline
2.	7/17/2020	Your current plan shows that you will pick up a new BAT lane westbound at 145th and 17th Ave NE in Shoreline. The prior project did this same thing keeping the eastbound lane alignment straight and offsetting the westbound lanes creating a very poor current eastward sightline condition for vehicles entering 145th St from southbound 17th Ave. Your current plan would push the southbound stop bar for this intersection further back aggravating an already dangerous sight condition. Please address horizontal sight line conditions at all crossing intersections (a basic roadway design analysis) for which this project affects. This one in particular. I have commented on this in the past and those comments seem to have been ignored.	Shoreline
3.	7/17/2020	It would be great of it’s possible to provide a pedestrian cut/stairs from NE 181 Ln to 96 Ave NE/NE 182 St. It would straightforward a way to Bothell Library station for Bothell High School and entire neighborhood. Uncomfortable and unsafe NE 180st uphill walk could be avoided in this case. I understand there are private properties there, and it’s not an easy task.	Bothell
4.	7/17/2020	I am disappointed that feedback about campus accessibility and disability accommodation has not been reckoned in the decision to move the UWB/Cascadia stop even further away from the buildings. For me and for some of the people like me, this will probably mean we cannot benefit from the service.	Bothell
5.	7/17/2020	Extending the BRT to downtown Woodinville could conceivably make Molbak's a transit trip from North Seattle vs a car trip so "yes" on extending the BRT line to downtown Woodinville	Woodinville
6.	7/17/2020	Thanks for adjusting your plans to include widening on the west side of SR522. This should help with my driveway access concerns. BUT--have you also considered also removing the plant buffer zone plan and perhaps just widening the sidewalk from 6 feet to 7 feet? This would save an additional 3 feet and help our driveways even more.	Lake Forest Park
7.	7/17/2020	Don't let anything sideline the LFP Center parking garage!!	Lake Forest Park

	Date received	Comment	Jurisdiction/s comment relates to
8.	7/18/2020	Parking garages only encourage more cars... Build better infrastructure for accessing the transit hubs by biking and walking and alternative modes of transportation.	All
9.	7/18/2020	I am very concerned about the noise and spacial/visual impact of the proposed BAT where my mom lives in Bothell. If I understand the map correctly that area between 96th and 98th will be widened to accommodate a new bus lane. Does that include a sidewalk with planting strip? How do you plan to mitigate the noise impacts on residents?	Bothell
10.	7/19/2020	I wonder whats gonna be the real service changes for st express route.	All
11.	7/19/2020	If a Bellevue bus option is chosen for the Woodinville segment, then the route should run all day at at least 30 min frequencies off-peak. Otherwise many of the off-peak riders would be driven away after trying to figure out the 3 seat ride to Seattle. Woodinville was supposed to get BRT to Bothell and Shoreline and a 2 seat at a 20 min frequency ride to Seattle so I don't know why the peak-only Bellevue bus (a route King County Metro already operates) became the preferred option.	Woodinville
12.	7/23/2020	What will happen to the current ST 522? What will happen to the current Bothell Park & Ride? Please make sure that it is easy/convenient/comfortable to walk and bike to from the SR 522/I-405 Transfer Hub Station. Sidewalk improvements on the north side of 185th between Beardlsee and 1104th MUST be made. There are TWO daycare centers with no accessible sidewalk in front of them. If transfers need to be made walking from one area to another at SR 522/I-405 Transfer Hub Station have WIDE well lit sidewalks. Have escalators for these transfers if able. Please have covered, accessible, and well lit bike parking available at the SR 522/I-405 Transfer Hub Station. Please incorporate either off-street bike paths or protected bike lane accessibility for people trying to access stations. Please incorporate bike route signage with the City of Bothell to point people in the direction of your stations.	Bothell / All
13.	7/24/2020	I do not want the 522 bus coming down 185th Street at all because of the traffic problems already, lack of parking spaces already, the fire and police stations being in close proximity, and residential impact including where I live at.	Bothell

	Date received	Comment	Jurisdiction/s comment relates to
14.	7/31/2020	Everything is looking pretty good as far as I can tell. Please don't cut corners on the LFP Town Center Park & Ride. LFP residents contribute a lot to the finances of this project and the community support needed to having it made an option in the first place. It is clear the Park & Ride at the LFP Town Center needs to be done WELL. Professional design, quality materials/construction, environmental sensitivity and integrated aesthetics are super important to our community. This is a long-term investment. Again, please do not cut corners! Thanks!	Lake Forest Park
15.	8/3/2020	Is the BRT S3 line going to replace the 522 bus service that has been in place for so very long? The ST522 is a very efficient way to get into Seattle to work, sporting events, airport lightrail, and transfer to UW busses? I am never a fan of eliminating point to point service and adding time to my commute efforts. Thanks.	All
16.	8/4/2020	re NE 145th Street stations: it cannot be known that Metro will continue to serve the corridor; Route 308 may be deleted in 2021; Route 65 could be changed with the implementation of Stride; the network might be stronger without duplication; the budget situation of Transit in 2025 is unknown. so, Stride should continue to serve the 25th Avenue NE station. re 2021, ST should be asking its riders about changing routes 541, 542, 544, 545, 555, and 556; ST bus routes should integrate with ST Link at the UW stadium station; ST could consider providing two-way all-day service between SR-520 and SLU via UW Link and the I-5 reversible lanes or Eastlake Avenue East. ST bus need not serve Green Lake or NTC in 2021. Please start now. re Woodinville service: the reliability issue of the turnback trips was created by the ST3 concept. A better approach would have been to extend all trips to and from Woodinville. if ST is going to fund a Woodinville to BTC route, please consider consolidating with several Metro routes and serve both BTC and the UW Link station. consolidation would reduce waiting. re parking garages: please zero them out and convert the funds to service frequency and use any land for multifamily housing next to frequent transit. building garages on existing parking is quite disruptive to current riders; ST did this in MI, South Bellevue, and has disrupted Kingsgate. in the near term, please use ST buses more intensively and spend funds to run them more often at off-peak times; run routes 522, 535, 545, and 550 every 15 minutes on evenings and weekends; the evening span could be extended as well. These ST routes are trunk lines or LRT lite. Note that Route 522 provides fewer evening trips than Route 307 did in 2002. re station spacing on SR-522: if the BAT lane has a Metro route and the general purpose lanes are full of traffic, what is gained by Stride skipping a stop? thanks	All
17.	8/4/2020	I am very concerned about the parking situation at the future site for 98th Ave NE parking lot. Downtown Bothell, specifically near the new	Bothell

	Date received	Comment	Jurisdiction/s comment relates to
		apartments, has a HUGE lack of parking. How will the new park & ride keep visitors and tenants from parking and utilizing these valuable parking spaces? The apartment complexes all charge for parking so most people try to find street parking. The current site has been utilized for overflow parking for awhile and it will be a big problem if not addressed. The parking lot is in a great location to access all downtown Bothell amenities. Please take this into consideration when planning. I'd hate to have to pay for parking at the park & ride, but there needs to be a system in place to discourage and or punish people who violate these parking spots.	
18.	8/7/2020	Interested since I live near 145th and Lake City/Bothell Way	Shoreline/Seattle
19.	8/7/2020	Please share the design for the Lake Forest Park parking structure. Please share a map of the catchment area the garage is designed to serve.	Lake Forest Park
20.	8/7/2020	I am opposed to the proposal to remove the 2way turn lane on 522 in Lake Forest Park. There are many residences that depend on the turn lane to enter and exit the roadway safely.	Lake Forest Park
21.	8/8/2020	Why do you need a 4-foot planting strip? Couldn't you just widen the sidewalk to maybe 7 feet and eliminate the planting strip?	All
22.	8/8/2020	your solution in Bothell is dumb due to the lack of connection to the Bothell Park and Ride. Additionally your proposal does not serve the disable community who need accessible parking to ride. Additionally, for those who work or commute to downtown, we are more likely to catch bus service to UW and transfer when many riders get off trains at UW just so they can sit down. This is dumb and realistically I'll probably drive in and consider hide and ride. Such a waste of money.	Bothell
23.	8/10/2020	I'm excited about S3 for my commute from Columbia City to UW Bothell. It looks like S3 will stop on Beardslee Blvd. at 110th Ave NE instead of all the way to the campus bus loop. Is that right? I can understand that such a change will shave some minutes off the route, which makes sense. However, I think the walk east from Beardslee Blvd. along NE 185th St would be easier and faster than the walk south from Beardslee Blvd. along 110th Ave NE. Thank you.	Bothell
24.	8/11/2020	Park and Rides are generally sad uses of land; but in particular, the proposed park and ride at 98 Ave NE in Downtown Bothell is abhorrent. This land should be for housing first and retail second. 200-300 units will bring more riders than 300 parking spots (because you know those parking spots are for SOV). Since this P&R is probably voter-approved and you HAVE to build it then at the very least make it more than just a park and ride. It can be park, ride and PLAY or SHOP or LIVE or anything that will contribute to the downtown that Bothell has created. Anything is better than a P&R full of car storage during working day hours and vacant all the other time.	Bothell

	Date received	Comment	Jurisdiction/s comment relates to
25.	8/11/2020	Is there any plan to establish a transfer point to Community Transits Rapid Bus Line from Bothell to Boeing? And if not, why not?	Bothell
26.	8/12/2020	please make stops safe and accessible via bikes including secure bike parking or bike valet at the park and ride.	All
27.	8/13/2020	I am disappointed that the planned service doesn't extend west to Greenwood Ave.. Doing so would help people west of I-5 get to/from the station, BUT MORE IMPORTANTLY, it would allow people from the entire north lake route and from Lake City to get to/from connections at Aurora and Greenwood Ave to reach Ballard and other areas in NW Seattle/SW Shoreline with only a 1-stop connection	Shoreline / Seattle
28.	8/13/2020	Work with Metro to create some kind of local "shadow" service along N/NE 145th St between Lake City Way and Greenwood Avenue to provide connections west of I-5 (which only sees service during rush hours) and provide closer stops for those individuals whose physical limitations are incompatible with the combination of Stride's wider stop spacing and the steep, long grades on 145th.	Shoreline / Seattle
29.	8/17/2020	I'm pretty concerned about the impact of this project. I was just given my mother's house (that I grew up in) and had no idea when this was going on the extent of the project or that it was shifting to the west side of the street. It's already very loud - I can't begin to imagine what traffic 15 feet closer is going to be like.	Lake Forest Park / All
30.	8/17/2020	Great job on the public outreach. Nicely done website--very user friendly and professional. Easy to understand. We really look forward to BRT coming to Kenmore! Thank you!	Kenmore
31.	8/17/2020	There is no signalized intersection at 39th Ave NE/Bothell Way, nor is one desired. We are perfectly happy making U-turns at 165th.....	Lake Forest Park
32.	8/17/2020	Please do continue to provide every possible protection for the heron rookery in Kenmore.	Kenmore
33.	8/17/2020	Thank you for taking citizens' concerns about property loss and driveway access along Bothell Way into consideration in Lake Forest Park. I am concerned about an earlier proposition to make the left turn from eastward 145th onto Bothell Way going north (at the McDonald's intersection) into just one lane. It already backs up there, and reducing the turn to just one lane will encourage people to cut through those neighborhoods and reconnect to Bothell further north (such as at NE 165th.) Please reconsider that idea, remembering that any frequency of use data collected currently is depressed a good bit due to low commute numbers during the pandemic. Thank you.	Lake Forest Park, Shoreline/Seattle

	Date received	Comment	Jurisdiction/s comment relates to
34.	8/17/2020	As much as I like Stride's routing on 145th, I feel the need for Metro to create a local "companion" route gor Stride along 145th between Lake City Way and Greenwoood Avenue. East of I-5, it provides more convenient, frequent stops for individuals who cannot ride Stride due to the combination of wider stop spacing and steep hills. West of I-5, it provides off-peak service to an area that only sees one-way peak service (currently suspended due to COVID-19).	Shoreline / Seattle
35.	8/17/2020	I still don't see anything here addressing the preservation of the businesses along 522 that are vital to our community. Keeping and working with those businesses is an important part of any plan. We use those businesses often as services in our community. You need to make this work for them!	All
36.	8/17/2020	I am most concerned with changes to intersections on 185th and Beardslee and the potential for impacts related to new traffic signals, if planned. Any new signals should be coordinated with existing signals for maximum efficiency.	Bothell
37.	8/17/2020	Thx	All
38.	8/17/2020	See previous comment - change Yakima Fruit location to vacant land just south of Shag apartments!!	Bothell
39.	8/17/2020	I like a better connection from Woodinville to Bellevue. But please keep the Woodinville- Shoreline connection and run that route every 30 minutes. People are going to UW Bothell and Dowtown Bothell from Woodinville. This will also keep it convenient for those going to Sestac, where they can transfer to red line at Shoreline. Also consider running a route during peak hours from Woodinville to Everett via 522 and i-405, and i-5.	Woodinville / Bothell
40.	8/17/2020	Hi, I need to go to Woodinville to see my girlfriend and her family. The 522 has always taken me to Woodinville. I ride from downtown Seattle, where I work, to Woodinville, where I live part of the time with my girlfriend. I need to be able to get to Woodinville. Please do not remove this--this is my only connection right now. I understand the need for higher-frequency transit, but I, personally, only use the 522 to get from downtown to Woodinville and cannot get by without that extension.	Woodinville
41.	8/18/2020	Please add me to your email list to keep me posted on updates for the North Seattle, Shoreline, South Snohomish County BRTs, Light Rail, etc, progress.	All
42.	8/18/2020	Can't tell what all the buildings are in the site design for the Kenmore P&R because nothing is labeled, and there is no legend. Can you tell me what are those items I have labeled as #1, #2, & #3 on the attached image?	Kenmore
43.	8/18/2020	I question the decision to put a BRT stop at Bothell Way and NE 165th as this will simply increase the number of people parking in the neighborhood which is filled with children going to/from beach club, school bus stop, etc.	Lake Forest Park

	Date received	Comment	Jurisdiction/s comment relates to
		and is currently not a highly used bus stop (even prior to Covid-19). It is within easy distance to where the new parking garage would be so why not only have a smaller local stop? Or will there no longer be any buses going down Bothell Way/Lake City Way in the future?	
44.	8/18/2020	Do not get rid of Snapdoodle and St Vincent de Paul!	Kenmore
45.	8/18/2020	Please don't do this...	All
46.	8/19/2020	This is specific to the Stride BRT station proposed for 165th St in Lake Forest Park. In chatting with neighbors within a few blocks of this station over the past couple of years, it seems that the neighborhood is unanimously against a BRT station going in here. After realizing what installing a station would entail, it seems that the Town Center is the make-sense location for this. If not there, then perhaps 41st and Bothell Way or the small commercial buildings directly across the Town Center (between Beach Dr and Ballinger Way) would make far more sense for more people that will actually use the stop as opposed to putting a stop right behind a residential neighborhood (and displacing homeowners in the meantime). We understand that the Sheridan Beach HOA is attempting to convey that a station like this is not what we had in mind for this neighborhood as it doesn't seem to fit the location and the current bus stops are more than adequate for the ridership at this location.	Lake Forest Park
47.	8/20/2020	would like updates on property impact along 522	All
48.	8/22/2020	As a resident of LFP, many of the proposed changes by ST3 make living in LFP more difficult and they diminish the quality of life in our neighborhood: Sheridan Beach and Sheridan Heights. The removal of left turn lanes on Bothell Way into Sheridan Heights, the increased roadway noise due to increased traffic and buses, the taking of private property making the roadway closer to homes, the removal of the 522 Express Bus to Downtown, and the transformation fo the Lake Forest Park Town Center, into a Commuter Hub for Sound Transit. The proposed 400 car garage, is out of scale the site. It blocks views of City Hall and it makes the focus of our Town Center the ST3 Garage. The ST3 Garage becomes a prominent view and it doesn't even provide parking for local residents who like to shop at the Town Center and drive to the site. Overall, the ST3 plan best serves Sound Transit at the expense of livability in our neighborhood. I am discouraged by the meetings I have attended. The information has been so generalized as to be meaningless. It's clear that the ST3 Design Team never walked the site with their thinking caps on until recently when they concluded that property takes would be needed on both sides of Bothell way because of the proximity of houses to the current roadway, between 165th and 153rd or so. This observation should have been made before they spent 3 years showing us meaningless plans and fees to consults for flawed ideas. I am concerned that other conclusions being reached by ST3 are equally flawed. Whereas we have had Express Buses to Downtown that everyone uses and loves, making us transfer at 145th is like pouring salt into our wounds. Also, I hope ST3 is planning to implement both retaining walls and sound walls on the West Side of Bothell way, otherwise our backyards will be so noisy as to be useless. I look forward to discussing	Lake Forest Park

	Date received	Comment	Jurisdiction/s comment relates to
		these issues and more with you.	
49.	8/22/2020	As a property owner along the 145th corridor, I was glad to see that (1) the station originally planned at the SR 522/145th intersection was moved west to 30th & 145th and (2) the updated design eliminates the station at 25th & 145th. Given that there will be stations at 30th as well as at 15th, I don't think another one is needed at 25th, especially given uncertainty about future demand (given so many people probably working from home for the foreseeable future) and continued service at 25th by King County Metro. As I'm sure you are aware, the stretch of 145th around the 25th Ave NE intersection is largely single family homes and the property impacts associated with having a station at 25th (which presumably would include road widening and/or a bus queue jump) would be huge. Given the proximity to 15th & 30th, I would think most of us living along this section of the corridor would rather walk to one of those stops (or take KC Metro at 25th) than lose our homes, especially during these uncertain times.	Shoreline / Seattle
50.	8/22/2020	Hello, BRT team. Following are comments I sent to SDOT upon receiving an email regarding the changes in BRT on 145th. Please take my second comment into consideration. Thank you. (1) Shifting from 32nd Ave NE to 30th makes a lot of sense, due not only to the presence of a signal, but also the fact that there will soon be continuous sidewalk (now under construction) on the east side of 30th Ave to 145th, while there is only intermittent sidewalk on 32nd. (2) I see your rationale for eliminating the 25th Ave BRT station, but I am extremely concerned about the withdrawal of sidewalk improvements and elimination of the slowing influence the station would have : this intersection, which I cross frequently on foot and bike, is a true menace. It feels exactly like the state highway it is, and with the steep hill, traffic in both directions barrels through; red-light running is rampant, and pedestrians are confined to small, scary, unprotected corners with lousy, narrow, aging sidewalk, outdated curb ramps, and old-fashioned walk signs. Like all of 145th, the divided jurisdictions means not that both have taken responsibility but that neither has. While it may be reasonable to eliminate the BRT station at 25th, the sidewalk improvements must be added. In the near-perfect public transportation world we seek, more people will be walking, biking, or rolling to every signalized intersection on 145th to gain access to the BRT and to the light rail. It would be negligent to subject people to the existing outdated, unsafe infrastructure toward that purpose. It is important to note that 25th Ave NE at 145th is the end and beginning point of a Stay Healthy Street (SHS)/Neighborhood Greenway. Since 2014, when the Greenway was built, there has been a tremendous amount of bicycle use of the intersection between Seattle and Shoreline, and with the SHS we now have many pedestrians crossing between the two cities to enjoy an extended route that connects good sidewalk (Shoreline) to a calmed street (Seattle). If the SHS routes become permanent as proposed, it will be all that much more important for the intersection to be made more	Shoreline / Seattle

	Date received	Comment	Jurisdiction/s comment relates to
		comfortable and safe. I really hope you will reconsider the elimination of improvements to the non-motor-vehicle environment at this intersection. While budget challenges are surely on our minds, it's important that when we create and draw people to shiny, new, long-awaited transit facilities, we also fill in the missing infrastructure to help them get there. Thanks for listening.	
51.	8/22/2020	I'm concerned if construction on 145th to expand the road for buses is in the future. I live right on 145th and do not see how the road can be expanded with out removing properties/houses/apartments/churches.	Shoreline / Seattle

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